

The background features a detailed line drawing of a public square or street scene. In the upper right, a sign reads 'RESPECT MY EXISTENCE OR EXPECT MY'. In the lower left, another sign says 'I CAN'T FEEL'. The scene is filled with diverse people, some walking, some standing, and some holding signs, suggesting a community gathering or protest. The drawing is rendered in a sketchy, expressive style with light grey lines and some light red washes.

# **An in-depth investigation into the safety of Nyanga's public spaces from a gender-sensitive perspective**

**By  
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*Dissertation presented as part fulfilment of the degree of Master of City and Regional Planning  
In the School of Architecture, Planning and Geomatics*

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**University of Cape Town  
28 October 2022**

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## **Abstract:**

### **An in-depth investigation into the safety of Nyanga's public spaces from a gender-sensitive perspective**

Historically – and currently – women in the global South have generally been viewed as subordinate to men. This is often centred around social perceptions of the different genders and is especially apparent in modern-day leadership, policymaking and managerial roles, where roles are often set aside for men. In the Cape Town township of Nyanga, three public spaces have been identified as crime hotspots. Women who live in the area do not feel safe in these spaces and are often the victims of crime. Thus, there is a need for an in-depth, gender-sensitive investigation into the safety of Nyanga's public spaces. This study seeks to do this and to explore how and why Nyanga's public spaces are failing to deliver gender-sensitive safety outcomes.

Methodologically, the aim and main research question of the study is geared towards answering “how” and “why” questions, which necessitate a qualitative (case study and ethnographic research) approach. The tools that are used to collect such data are interviews, observations and mapping as well as Instagram question polls. The results of this study show that in order to provide safe gender-sensitive outcomes, appropriate spatial interventions and safety tools need to be implemented for public spaces in Nyanga.

Going forward, knowledge from this research recommends planning interventions and design resolutions that encourage South African planners and other built environment practitioners to incorporate gender-sensitive inventions in their thinking and practices. Above all else, this knowledge is geared towards empowering women by not confining them to the indoor realm of the household, but empowering them to reclaim their rights to public spaces.

*Keywords: women empowerment, urban safety, public spaces, gender-sensitive perspective, spatial planning interventions*

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## List of Acronyms

Ave	Avenue
BAM	Baphi Abafazi Movement
CCTV	Closed-circuit television
CLLR	Councillor
DMS	Development Management Scheme
EBE ERC	Engineering and Built Environment Research Committee
GBV	Gender-Based Violence
Mr.	Mister
NGO	Non-government organisation
NTI	Nyanga Taxi Interchange
PEP	People's Environmental Planning
RF	Research Findings
RSA	Republic of South Africa
Str	Street
USDG	Urban Street Design Guidelines
WBG	World Bank Group
WCI	Women in Cities International

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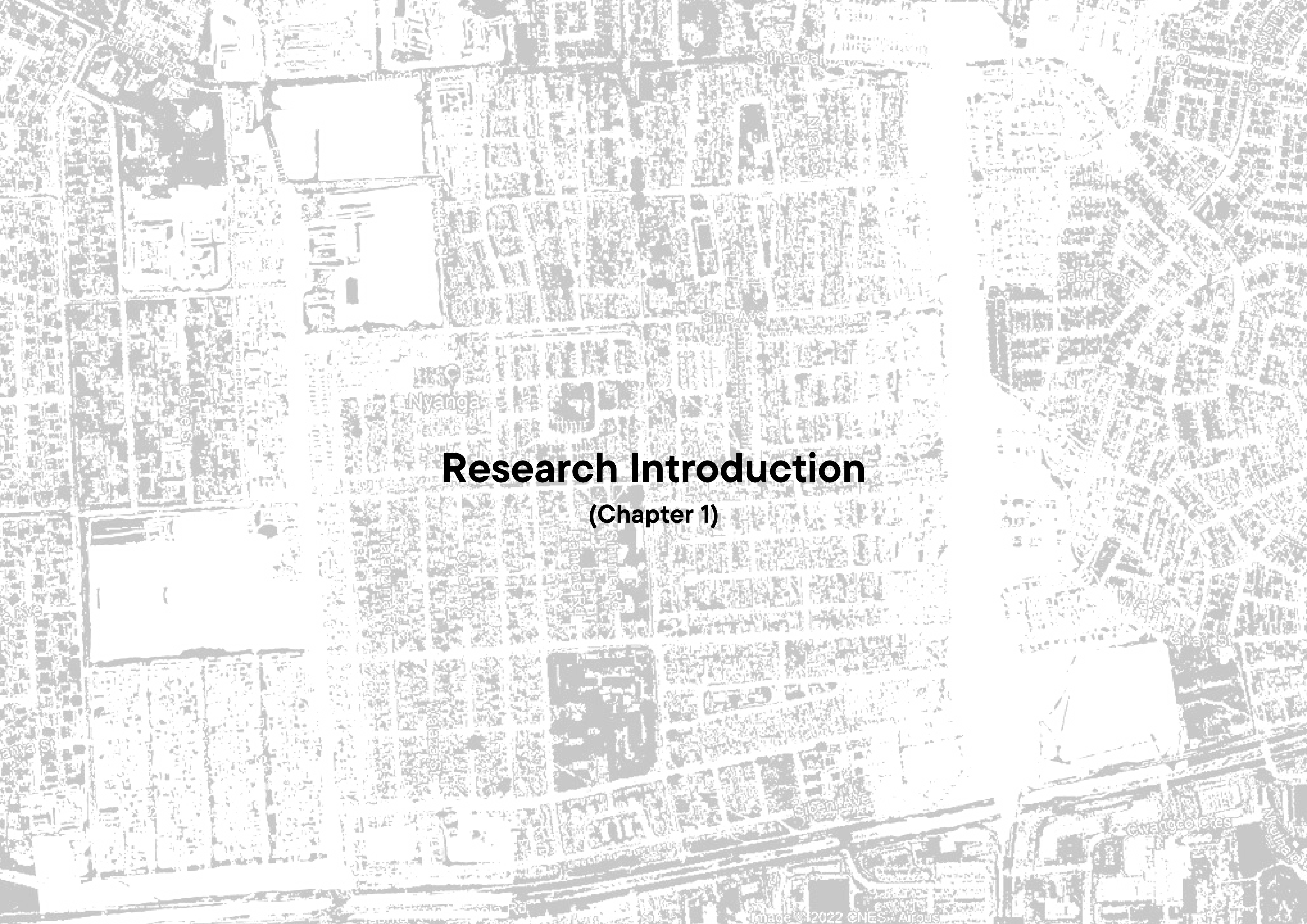
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**Note:** All hand sketches were created by the Author from July–October 2022

An aerial photograph of a city grid, likely New York City, showing a dense pattern of streets and buildings. A red location pin is placed in the center of the grid. Overlaid on the image is the text "Research Introduction (Chapter 1)".

# Research Introduction

(Chapter 1)

## CHAPTER 1: Research Introduction

### 1.1 Introduction

This research stems from my experience as a woman and particularly a black woman in planning. Planning in the global South has failed, for the most part, to enable gender-sensitive safety outcomes in public spaces (Speak and Kumar, 2017). The Police Recorded Crime Statistics (RSA, 2021), demonstrate that in South Africa public spaces (such as streets, open fields, recreational areas, parks, beaches, public parking lots, and abandoned buildings) are the second highest place of crime occurrence<sup>[1]</sup>. Furthermore, and with regards to the case under study in this dissertation, Mbekeni (2021) confirms that there are three crime hotspots in Nyanga, namely: the Nyanga Taxi Interchange (NTI); the public realm along Emms Drive; and the public realm along New Eisleben Road. These crime hotspots are all public spaces “where cases of aggravated robbery and murder occur more frequently” (Mbekeni, 2021: 29). Mbekeni further mentions that this reality makes it difficult for women to use and occupy these public spaces, since they feel vulnerable in these public spaces. For this reason, the Nyanga Taxi Interchange (NTI), Emms Drive, and New Eisleben Road are the focal areas of my case study investigation, so that I may gain

not only a nuanced understanding of what the spatial elements are that result in crime hotspots, but also so that I may recommend possible planning interventions to redress this situation. To this end, gender-sensitive safety outcomes are sought by prioritizing women's experiences regarding safety in public spaces.

To define public spaces, I draw on two theorists: Trancik (1986) and Ewing (2005). Trancik's (1986: 97) “linkage theory” is useful for an in-depth assessment of the focal areas under investigation since he defines public spaces as “‘lines’ connecting one element to another. These lines are formed by streets, pedestrian ways, linear open spaces, or other linking elements that physically connect the parts of a city”. Emms Drive and New Eisleben Road exemplify linear open spaces, streets and pedestrian ways that physically connect parts of Nyanga to each other and to surrounding neighbourhoods. The Nyanga Taxi Interchange (NTI), by contrast, resembles Ewing's (2005: 3) definition of public spaces as “critical points, associated with high thresholds of people moving through an area on a continual basis, both during and out of peak hours”. Ewing also notes that “such areas create vibrant places, which normally changes and grow over time” (ibid). So, while the NTI encompasses a dynamic and vibrant public

space with a high threshold of people moving through it daily, it remains a crime hotspot, as argued by Mbekeni (2021). This fact represents another justification for investigating how and why the NTI is not a gender-sensitive safe space despite being a highly active transport node.

### 1.2 The Background to the Study

In many contexts of the global South, women are generally viewed as subordinate to men, and this is especially apparent in contemporary leadership and decision-making roles, which tend to be roles reserved for men (Callamard et. al, 1999; Speak and Kumar, 2017). Sandercock and Forsynth (1992) have noted that planning theories and practices with a gender focus enable not only a redress of these patriarchal roles, but also a much-needed gender consciousness that facilitates gender-sensitive planning outcomes. Furthermore, and from a gender-based perspective, it is important for planners to realise that “women, like men, are not a homogenous or monolithic group: men's

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*[1] The highest crime occurrence takes place in private domains, where women are more likely than men to be the victims of crime occurrences, thereby contributing to South Africa's excessively high rate of gender-based violence (RSA, Police Recorded Crime Statistics, 2021).*

and women's experiences of work, political and economic participation, and enjoyment of their rights differ according to race, class, ethnicity, religion, economic status, sexual orientation" (Callamard et. al, 1999:10). However, violent acts against women, which have a direct impact on women's sense of safety in public domains, are indicators of unequal power relations between men and women. Such unequal power relations are especially prevalent in contexts of the global South (Callamard et. al, ibid). In addition, women's experiences of and susceptibilities to human rights abuses have tended to be obscured in cities (and regions) of the global South (Callamard et. al, 1999: 19). This has resulted in the lack of gender-sensitive planning in our cities which, in hindsight, stems from a very limited understanding of what it means to navigate and occupy a city, and its public spaces, as women (Jaimini, 2021; Molina and Grundstrom, 2012). It has been proven that women feel safer in the presence of other women and thus we should stop restricting women to the indoor realm of household affairs (Jaimini, 2021). According to Safeopedia (2018), safety is the concept that includes all measures and practices taken to preserve the life, health, and bodily integrity of individuals.

The South African Police Recorded Crime Statistics (RSA, 2021: 67) recorded that from April 2017 to June 2018, Nyanga had the highest contact-related crime rates, and most of these crimes took place in public spaces. Crime often occurs in "lost space", which Trancik (1986: 106) defines as "poorly defined, under-maintained, disjointed, and underutilized public spaces". Such spaces are not well-integrated into the overall built fabric and as a consequence they are often desolated and inhospitable places. This study will show that Emms Drive and New Eisleben Road resemble Trancik's (1986) conceptualisation of "lost space". The Nyanga Taxi Interchange (NTI), by contrast, presents us with other reasons for its crime hotspot status. Nevertheless, the current spatial arrangements of all three focal areas hinder, to a varying degree, gender-sensitive safety outcomes. The overarching aim of this research is thus to explore how and why Nyanga public spaces are failing, for the most part, to enable gender-sensitive safety outcomes. Findings from this investigation will allow me to establish possible planning interventions to counter the current spatial injustice experienced by most of Nyanga's women residents, visitors to the neighbourhood, and users of public spaces.

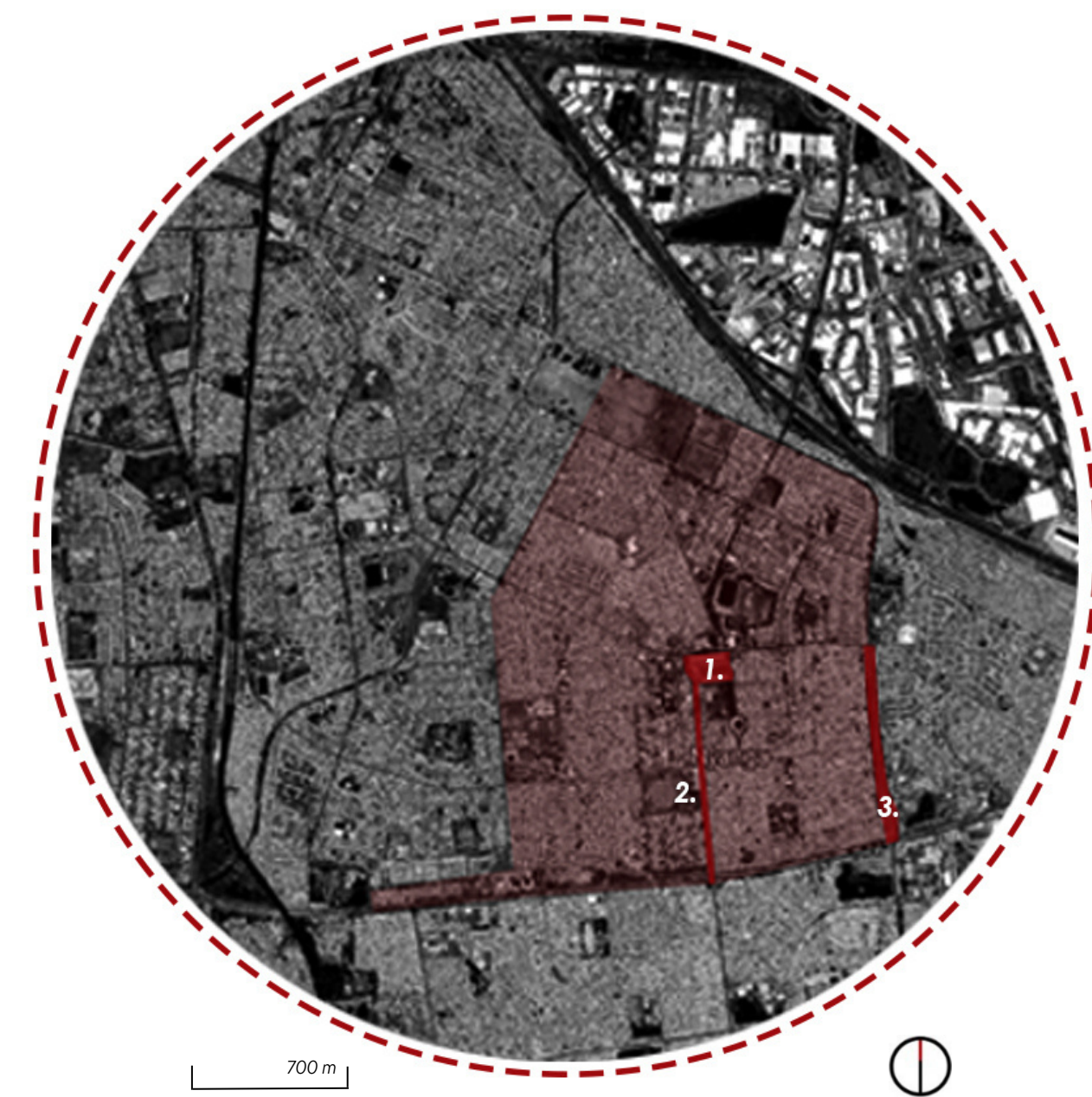


Figure 1.2: Map showing the crime hotspot in Nyanga (Author's own adapted from Google Earth and Mbekeni, 2021, April 2022)

### 1.3 Problem Under Study

The introduction to this chapter served to outline the problem under investigation, which is that the three identified crime hotspots in Nyanga are unsafe for women, as research findings will demonstrate in greater detail (see Chapter 4). Redressing this problem necessitates gender-sensitive safety outcomes, as proposed planning interventions will illustrate (see Chapter 5). It seems as if the planning of public spaces in the global South, particularly in economically stressed neighbourhoods

such as Nyanga, is often an afterthought. This afterthought results in a collection of unmaintained and underutilised spaces, unwanted passageways, and niches that ultimately create unsafe environments for residents (Gulati, 2015). According to the Police Recorded Crime Statistics (RSA, 2021: 52), the Western Cape has the highest crime occurrence rate in public spaces, and women are often the victims of crime. It is therefore important that South African planners and other built environment professionals, especially those based in the Western Cape, engage in more research on gender-based concerns in public spaces, and that they start incorporating gender-sensitive interventions in their practices, because cities can only belong to everyone if they belong, first and foremost, to women.

#### **1.4 The Aim of the Research**

The overarching aim of this study is to explore how and why Nyanga's public spaces are failing to enable gender-sensitive safety outcomes.

#### **1.5 Main Research Question**

Based on the established aim of this research, the main research question asked: how and why are Nyanga's public spaces failing to enable gender-sensitive safety outcomes?

### **1.6 Research Methods**

As the main research question was geared towards answering a "how" and "why" question, the research methods used to answer this question (as well as the subsidiary research questions that stem from an in-depth review of the literature), necessitated a qualitative approach. Qualitative research methods, as posited by Babbie (2014), are used to gather non-numeric information such as ideas, descriptions, representations, experiences, images, explanations of issues, and, above all else, research participants' feelings, emotions, and perceptions of fear. Furthermore, because this research focused on gender-based planning through a black feminist lens, qualitative research methods were best suited to enable such a standpoint. Thus, and to clarify, I embraced the role of a feminist planner, and in particular the role of a black feminist planner, throughout the research process.

The qualitative methods used to collect primary research findings were case study and ethnographic research methods. These methods are briefly introduced below and discussed in greater detail in Chapter 3. Before doing so, it is also important to note that every phase of the research process entails the adoption of an ethical approach.

#### **1.6.1 Research method 1: Case study**

Using Nyanga as a case study aided my in-depth investigation. It is noted by Flyvbjerg (2011: 301) that case study methods allow for "individual units to be studied in various ways", for the purpose of producing value-driven knowledge. The advantage of using this method is that it relies on multiple sources and through this, many factors are found that produce unique characteristics, deeper insights, and meanings of the entity under study. A more extensive discussion of this research method, including its limitations, is presented in Chapter 3.

The fieldwork for this research was conducted during August and September of 2022. The limited period devoted to in-depth fieldwork was determined by the faculty's ethics clearance process. Nevertheless, I was able to learn from women residents and a local non-profit organisation (People's Environment Planning) that is led by a woman, but whose mandate focuses on community-based planning more generally in Cape Town's townships. During the fieldwork phases of the research process, I was also able to learn from field observations and an Instagram poll, which will be introduced shortly.

## **1.6.2 Research method 2: Ethnographic research method**

The other method this research utilised was the ethnographic research method. This method aided me in a deeper understanding of why public spaces in the Western Cape experience the highest crime rates in the country (RSA, Police Recorded Crime Statistics, 2021). An ethnographic approach served to increase my understanding of a persistent and identified problem, in addition to what makes a group of people “tick” (Greed, 1994). This research method is invaluable in investigating the effectiveness, or appropriateness, of a spatial planning intervention, or in making sense of a particular social problem. Greed (1994: 119-128) mentions that “for a start, the ‘community groups’ issues and problems studied in ethnography are usually tied to a particular research site”. Therefore, choosing Nyanga’s crime hotspots as sites that fail, for the most part, to enable gender-sensitive safety outcomes, confirms the value of using this research method. From my own lived experience, I know how uncomfortable it is to navigate and occupy public spaces in a city as a woman, especially in the context of a township.

The advantage of this method is that it allowed me to engage with Nyanga’s

residents (mostly women) and get their insights on their experiences of safety in public spaces. The limitations of this method are similar to those found in case study research methods, as will be discussed in Chapter 3. Let us now turn to a brief discussion of the research techniques employed to collect qualitative research findings.

## **1.7 Research Techniques**

### **1.7.1 Research technique 1: Interviews**

The research techniques used to meet the overarching aim of this study were individual, face-to-face, and interviews. Interviewing techniques that are explicitly sensitive to and respectful of women’s concerns, that encourage women to express their emotions and vulnerabilities freely, and that allow women’s voices to be captured as accurately as possible, enable gender-focused research findings. Semi-structured interviews allowed for gender-sensitive conversations to unfold and stories to be told, so that crucial information was shared with the researcher. To this end, I ensured that research participants felt comfortable and safe during the interviewing process so that trust was built between myself, as the researcher, and the women from Nyanga. This aided me in gathering deeper insights and meanings of

research participants’ daily experiences of using Nyanga’s public spaces. It also allowed me, as a black woman, to reflect on my own experiences of public spaces in South African townships. Furthermore, a semi-structured approach helped me to focus the interviews on the topic under investigation. Structured interviews and questionnaires, by contrast, negate opportunities to probe, or gain deeper meanings regarding, research participants’ spontaneous reflections and additional comments.

### **1.7.2 Research techniques 2 and 3: Observations and mapping**

Before engaging in field observations, it was important that I understood the area under study from a spatial perspective. I therefore made use of mapping techniques. These techniques allowed me to map out the existing conditions of the three public spaces under study. These spatially mapped conditions were, in turn, analysed against the assessment criteria established in Chapter 2. In Chapter 4, I present the analysis of the mapped research findings.

Field observations are used to collect data. Observations aided me in documenting people's body language and vernacular languages, and I was able to watch and observe groups of people visiting or

passing through Nyanga's crime hotspots. It gave me an idea of the extent to which women use these public spaces, and the times of the day that they do so. The advantage of this technique is that it allows for spontaneous, unplanned, and unexpected events to occur either through the community's behaviour or vernacular and body language. The limitation is that my presence might have altered residents' behaviours, and this is discussed in more detail in Chapter 3.

### **1.7.3 Research technique 4: Social media (Instagram question poll)**

This technique was used to get a general idea of how safe public spaces are for women in South Africa. It provided me with an easy way to engage and connect with the general public without meeting face-to-face (Rogers, 2019). It also provided me with "a new window into people's experiences and their interpretation of what safety means in public spaces" (McKenna et al., 2017: 87). The Instagram poll included posting images of public spaces in South Africa on my account and asking followers to respond to questions asked regarding the posted images.

I am aware that the authenticity of the comments and answers received from my poll might be a limitation. However, by

making my account private, and by making the question accessible to only the people that I follow and those who follow me, I was able to manage this limitation.

### **1.8 Analysis of the Research Findings**

Research findings are analysed in Chapter 4, against assessment criteria established from the literature reviewed (see Chapter 2 and 3 for details). Analysed research findings provided not only answers to the main and subsidiary research questions, they also assisted me in developing spatial planning interventions for Nyanga's public spaces (see Chapter 5).

### **1.9 Ethical Considerations**

This research involves factors that warrant ethical considerations. The main part of this research depends on the consent of research participants, as well as securing research participants' and the community's reputations. This is enabled by means of my research through the university's careful ethics-approval process that ensured proper consent was obtained and data was treated appropriately. Duminy et al. mention that research participants may perceive a researcher as an "outsider". This "outsider" perception may cause distrust. They therefore recommend that the researcher establishes as close a

relationship as possible with research participants so that they feel comfortable in sharing information. The researcher and interviewees are therefore both participants in the knowledge production process. During the research process, I strove to make the interviewees feel comfortable and safe, and I carried myself as one of them by speaking and responding in the vernacular (isiXhosa or isiZulu). As a result, critical information that adds value to the research was not lost in translation during my engagements with research participants (Duminy et al., 2014).

I managed to gain ethics approval from the University of Cape Town's Engineering and Built Environment Research Committee (EBE ERC) before I proceeded with my fieldwork. A consent form was also drafted before the site visit, so that both the researcher and research participant could agree on the interviewing process. The terms of the agreement were stated clearly, confirming that the interview was voluntary and that the research participant could withdraw their participation at any time. The form was signed by both parties prior to the commencement of interviews.

Before concluding this chapter, a summary of the succeeding chapters is presented.

## 1.10 The Structure of Dissertation

### Chapter 2: Literature Review

This is the literature review chapter which is based on studying and evaluating the literature appropriate to the topic under study. This review sets up the subsidiary research questions for this study. The lack of gender-sensitive outcomes in planning theory and practice is reviewed in this chapter. This is drawn from several disciplines and experiences, which, in turn, serve to establish the assessment criteria used to analyse the research findings in Chapter 4.

### Chapter 3: Methods and Techniques

This chapter defines and examines the methods used to gather information. Qualitative research methods and techniques are used to carry out this study. The research techniques discuss how research findings are collected in order to answer the main and subsidiary research questions established in Chapter 2. The limitations of both the research methods and techniques are also presented in this chapter. Chapter 3 concludes with a discussion on how the information is analysed.

### Chapter 4: Findings, Analysis and Design

This chapter presents the research findings of Nyanga's three crime hotspots. It describes and analyses the data collected against the assessment criteria established in Chapter 2.

### Chapter 5: Recommendations, Conclusions and Final Spatial Planning Design Resolution

This chapter provides answers to the main and subsidiary research questions. The chapter then introduces several spatial planning interventions and recommendations that might enable gender-sensitive safety outcomes in the context under study. Some of the planning resolutions presented in Chapter 5 are influenced by the literature reviewed, whilst others are informed by the research findings presented in Chapter 4.

### 1.11 Expected Outcomes

This research aims to recommend planning interventions and design resolutions that encourage South African planners and other built environment practitioners to start incorporating gender-sensitive inventions in their thinking and practices. Above all else, this research is geared towards empowering women by not

confining them to the indoor realm of household affairs.

### 1.12 Conclusion

This chapter introduces the problem under study, the overarching aim of this research, and the main research question. It further introduces the research methods and techniques used to collect data and establish answers to the main (and subsidiary) research question(s). The following chapter will review the literature on the topic under study in order to establish the subsidiary research questions and assessment criteria for this dissertation.



FEMINIST  
PLANNING  
VS  
BLACK  
MINIMISM AND  
RADICAL  
PLANNING



WOMEN  
STORIES

FREEDOM NOW! FORGOTTEN PHOTOGRAPHS  
OF THE CIVIL RIGHTS STRUGGLE  
MARTIN A. BERGER

# Literature Review (Theoretical Framework)

(Chapter 2)



I CAN'T BELIEVE  
I'M STILL  
PROTESTING THIS SHIT.

# WOMENS MOVEMENT



"A WOMAN'S  
PLACE IS IN THE  
HOME"



LIVED  
EXPERIENCES



## **CHAPTER 2: Literature Review (Theoretical Framework)**

### **2.1 Introduction**

In chapter 1, the problem under study was identified and the main research question was introduced. It was noted that Nyanga's public spaces are failing, for the most part, to enable gender-sensitive safety outcomes. This research aims to explore how and why this is the case, and how planners might begin to address these safety concerns through spatial planning interventions.

As such, this chapter establishes a theoretical framework through which findings will be analysed (see Chapter 4). The overarching aim of this chapter is to review and evaluate literature appropriate to the topic under study. This review will help in setting up the subsidiary research questions for this study. Subsidiary questions, in turn, will be used to explore and analyse the case under study.

The structure of this chapter is as follows: in the first section I will review literature on gender planning and gender sensitive outcomes through the lens of a feminist planner. In the second section, I will review literature on safety for women in urban environments.

Lastly, I will review literature on the role of public spaces and their contribution to urban environments and their effect on women's perception of urban spaces. The safety of Nyanga's three crime hotspot public spaces, and the lack of gender-sensitive outcomes in planning, will be further and extensively reviewed by drawing from several disciplines and experiences, including urban design and planning proposals. The literature review will also help in developing possible spatial resolutions (see Chapter 5). I will discuss the main arguments and relevance of the literature in relation to the main research question asked in the previous chapter.

### **2.2 Gender Planning**

#### **2.2.1 Gender roles in the urban environment**

In order to understand what is meant by gender-sensitive outcomes[1] in planning, one needs to understand the birth and origin of gender planning and its influence in society and cities.

According to Wieringa (1994), gender planning can be defined as an approach to development planning which focuses on an unambiguous recognition of the unsatisfactory gender relations between women and men in society, which are

vindicated[2] by symbolical codes. She also argues that empowerment of women should be at the forefront of gender planning and that this empowerment should enable women to determine how it is carried out. This is in the hope that if women are empowered to restructure their worlds, their own concept of themselves and how they experience things can be de-coded and re-inscribed[3] critically and creatively so (Wieringa, 1994). Dyme'n and Ceccato (2012) have focused on the importance of gender and make the case for why it should be incorporated into planning: it sheds some light on the difference in men's and women's perceptions of the urban environment and how they experience the public realm. Since a person's identity is the product of their own analyses, understanding and reform of their history, as facilitated through the informal settings to which they have access, it is logical that men's and women's identities and perceptions should be different (Wieringa, 1994).

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[1] Gender-sensitive outcomes in planning can only be uncovered if gender sensitive urban planning is considered as an approach to urban planning. These outcomes are determined by the process of urban planning and design of urban environments.

[2] To free from blame or guilt by showing or proving to be right, reasonable, or justified.

[3] To re-establish in a stronger form or context.

Mahadevia and Lathia (2019) highlight that over the years, gender roles have been shaped by society. The prevailing cultural, economic and social norms have played a huge role in structuring and designing the unequal urban realities of the urban environment and society. In addition to this, Dyme'n and Ceccato (2012) further define gender planning as being based on actions that aim to foster gender awareness, knowledge and skills among both women and men as inhabitants and as planners, encouraging both to claim equal gratification of justices and benefits of safe urban environments.

Looking at gender planning through a feminist planner lens would mean “developing planning techniques and tools to include women both as objects and subjects of urban planning, and as experts of everyday life” (Escalante and Valdivia, 2015: 113). Such tools aim at measuring and evaluating urban planning policies, interventions and designs. They also provide tools that can empower women by promoting bottom-up models of planning. Gender planning approached through a feminist lens not only focuses on and benefits women but it also provides an inclusive approach which adds a layer of “diversity by considering children, the youth and the elderly and also people of different incomes, ethnicity, race, sexual and gender

identities as well as capacities” (Escalante and Valdivia: *ibid*).

### **2.2.2 Gender roles and the power of decision-making in urban planning**

Often women from marginalised communities are the ones whose voices are rarely heard and who suffer the worst consequences of poorly planned cities, as opposed to well-educated middle-class women (Dyme'n and Ceccato, 2012). This may explain the insensitivity of some female planning officials who participate in decision-making processes appearing to be gender biased. This stems from female planners being in positions of authority but still being “trained and educated in male traditions” (Dyme'n and Ceccato, 2012: 317). Franck (1989) argues that it is possible that focusing on simple contrasts of occupying the public realm between men and women does not give an accurate reflection of women's experience, by analysing the daily lives of women which often include the expressiveness of their feelings, attitudes and emotions. Dyme'n and Ceccato also noted that due to men and women's different experiences of the same urban environments, both gender groups should be given the same power to shape society and their lives to suit their lifestyles and livelihoods so that everyone feels, lives and navigates the public realm without fear.

Extensive research has shown that there are multiple aspects of, and layers to gender/feminist planning, such as race, class, age, ethnicity, sexual preferences etc. These can all limit women from comfortably experiencing the urban environment that may be unclean, full of garbage and litter, poorly maintained, or has poor security measures which may reduce safety in the area and result in a lack of presence of people (especially women) in public spaces (Madanipour, 2010: 169, Wieringa, 1994).

Madanipour argues that giving all groups the same power to shape society and understanding that the “lack of interest in public spaces results in the idea of the city being lost”, causes public spaces to become “less personal and barely used” (Madanipour, 2010: 5). This causes these spaces to be “less engaging, often dominated by men and unsafe” for women to occupy (Madanipour, 2010: 6).

Madanipour also mentions that not only a “lack of interest from the public” but also a lack of interest from private and public organisations is an issue especially if they ignore the need for such spaces by the members of the society (Madanipour, 2010: 6).

Race and gender in countries such as South Africa and the U.S. remain important in urban planning. Black feminist theorists—including Patricia Hill Collins (2000),

bell hooks (1981; 1984) and Kimberlé Crenshaw (1989)—argue that yes, we learn, and that there is knowledge floating around about gender planning. However, “knowledge for the sake of knowledge is not enough” (Collins, 2000: 31). Rather, black feminist thought<sup>[4]</sup> must also be tied to black women’s experiences and aim to better those experiences in some fashion (Collins, 2000). This makes black feminist scholars wonder what tools they have to resist oppression on black women individuals or groups. Kaur (2020) explains that experiences of black women are different from that of white women but argues that to make a blanket statement about all black women being victims of injustices would be incorrect, as some well-educated, middle-class black women—who are empowered, powerful and in positions of authority—often do not experience victimisation. Thus the “one size fits all” (Kaur, 2020: 107) cannot be used as a reliable measure when it comes to gender gaps in urban planning.

Many feminist theorists have pointed out that gender imbalances in the planning profession are the result of the absence on women’s voices, lived experiences, emotions and expressiveness during the 20th century (Kaur, 2020). Van den Berg (2022: 26) argues that “feminist scholars engaging in more-than-human worlds

should make centring voices of the marginalised and actively silenced in the academic spaces” their long-life commitment. Rezvani (2022) agrees with Van den Berg and further expresses that those voices of the marginalised groups are often rich and deep and have the ability to change the world (Van den Berg and Rezvani, 2022). However, the exclusion of the majority of women from modern planning decision-making processes, also excludes most women from the patriarchal urban social structure. The result is an urban environment that reflects a male orientated perception of how the city is accessed, navigated and of levels of safety (Kaur, 2020). By contrast, allowing marginalized groups to express themselves helps to “identify whom public spaces are serving” and which stakeholders need to be involved at different levels of urban planning processes to ensure that “social and spatial issues such as the quality of public spaces and safety are addressed” (Madanipour, 2010: 11-12). This approach is classified as “participatory planning and can improve and encourage the liveability of public spaces” (Madanipour 2010: 170).

### **2.2.3 Gender-sensitive outcomes in urban planning**

Gender-sensitive outcomes in planning can only be achieved if gender sensitive urban

planning is considered as an approach to urban planning. The United Nations (2012: 24) debates that “gender-sensitive urban planning highlights the need of planners and related professionals to work together with grassroots groups and other professionals to understand and respond to the need of different people affected by urban environmental factors and the issues call for interdisciplinary thinking and community-based planning approaches” (Kaur, 2020). According to Beebeejaun (2016), gender theory remains neglected and separated from mainstream planning practices and how cities are being shaped. Beebeejaun argues that feminist theorists’ critiques from the 1970s reveal how planners designed urban environments that catered only for men and the heteronormative family. This means that planners ignored the various lived experiences and intersectionalities of the city.

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*[4] The exclusion of Black women’s ideas from mainstream academic discourse and the curious placement of African American women intellectuals in feminist thinking, Black social and political theories, and in other important thought such as U.S. labour studies has meant that U.S. Black women intellectuals have found themselves in outsider-within positions in many academic endeavours, thus black feminist thought aims to document the existence of such knowledge (Collins, 2000) and sketch out its contours.*

To counter this unidimensional understanding of the city, Beebeejaun (2016: 326) suggests that residents should be allowed to create “their own meanings [of the built environment by] bringing past memories and present emotions with them”. Allowing the user to navigate the urban environment becomes a far better measure and it allows the user to dynamically inhabit the space and shape its urban qualities (Parker, 2015). This exercise would need various stakeholders such as planning practitioners, citizens, activists, women’s organisations and academics such as radical planners and feminists to ensure a holistic approach and a formulation of gender-sensitive outcomes of the urban environment. Parker (2015) continues to argue that although all mentioned stakeholders are needed in urban planning decision-making processes, theorists and academics need to extensively understand the city as they are the ones who “write” about the city thus indirectly “making” the city. The framework is set by them by highlighting what is designed and built, which urban issues are pressing, which are the most affected social groups and what the users are saying (their voices, experiences, emotions, attitudes and bodies) (Parker, 2015). Similarly, Afa (2015) contends that it is the duty of the urban planner to ensure that planning accommodates the different members of

society. However, this duty is often ignored when it comes to the security and safety of women in public spaces, especially the security and safety of women of colour. Speak and Kumar (2017) confirm that not all voices are considered and manifested in the physical and social amenities provided in public spaces. As a result, a “fear of violence restricts women’s movement, limits their usage of public spaces and robs them of a range of their human rights” (Viswanath et al., 2013: 12).

To conclude this section, Hayden (1980) debates that we should step away from being gender biased and should rather come up with new models of cities, neighbourhoods and home that provide for, rather than confine, activities of working women and their families.

### **Subsidiary questions established from gender planning**

**1. Is a “one size fits all” a reliable measure for determining gender gaps in urban planning?**

**2. Who are the grassroots groups involved in gender-based issues in Nyanga?**

**3. Does allowing users to navigate and shape the urban environment address gender gaps in urban planning?**

**4. Does Nyanga’s urban environment need the involvement of various stakeholders in order to have a holistic approach to gender-sensitive safety outcomes?**

## **2.3 Women’s Fear and Urban Safety**

### **2.3.1 Urban safety as a human need**

In this research, safety for women in public space is the main subject. As such, this section introduces the concept of urban safety[5] and how it relates to women’s fear of navigating the urban environment. It also provides different theoretical perspectives regarding urban safety from a gender-sensitive perspective.

When one feels unsafe in an environment, one often tries to avoid the space or visit the space only when it is absolutely necessary (Schoberleitner, 2021). Therefore, it is our duty as urban planners, architects and built environment practitioners to ensure that we all understand the concept of gender planning from a feminist

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[5] *Urban safety is a key component for realising liveable, productive, inclusive and sustainable cities, and therefore, must be prioritised. Addressing the social, economic, spatial and political drivers of violence and crime requires integrated approaches that go beyond conventional security and policing (Saferspaces, 2016).*

perspective and what safety means through that lens so that we are able to advocate for it in our urban environments. By advocating for safety, we can add an element of health, inclusivity and security in our cities so that everyone can live fearlessly, work and participate in urban life without citizens worrying whether something bad could happen to them. It is also important to always consider the perspectives of women, girls and marginalised groups to ensure fair and just cities (Schoberleitner, 2021).

Schoberleitner describes safety in the context of Maslow's pyramid<sup>[6]</sup> which shows the relationships between the different basic human needs. One need can only be fulfilled when the needs lower on the pyramid are satisfied (Schoberleitner, 2021: 18). Safety refers to the basic human need that comprises needs such as: personal security, employment, resources, property, health and freedom from fear (Schoberleitner, 2021) and the need for these to be satisfied. Safety for women is quite different from safety for men which is closely tied to social narratives and policy discourses: safety for women includes freedom from sexual assaults, violence, physical and verbal harassment (Mahadevia and Lathia, 2019); whereas safety for men is linked to all types of violence. While women also experience violence, their biggest concern is often being sexually assaulted and murdered. This can cause fear, anxiety and limit women from accessing certain

parts of the urban environment (Mahadevia and Lathia, 2019).

### **2.3.2 Women's safety**

In Delhi's Research Findings (2010), women's safety is related to women's fear and safe spaces are defined as those that do not cause fear nor limit movement but allow all community members to use the space. An environment that is safe for women is also characterised as "safer, healthier community for everyone" (Findings (RF), 2010: 4). Feminist scholars and activists argue that "true women empowerment lies in enabling women to loiter the city as they wish" (Mahadevia and Lathia, 2019: 155). However, it is the planner's duty to ensure that the "undesirable" e.g. men from poor backgrounds are not excluded from public spaces in the name of providing a gender-sensitive perspective layer in planning (Mahadevia and Lathia, 2019).

According to Viswanath and Mehrotra (2007) inequality between men and women and the discrimination women and girls face is caused by the patriarchal system that limits the movement and opportunity for women and girls to negotiate what a safe urban space is to them. The Women in Cities International publication (2010) highlighted the fact that little to nothing was known about the state of women's

safety in cities and that this lack of knowledge causes exclusion of women in the public realm. Women are often not well represented, thus women's experiences and voices are often not reported, recorded and incorporated into urban planning and design processes of the urban environment (WCI, 2010).

In addition, a sense of ownership of urban spaces can be built by allowing users to be involved in design strategies and initiatives for safer urban environments, rather than the top-down approach to crime: "a focus on zero-tolerance to crime, closed circuit televisions (CCTV) and an exclusionary approach to creating safer spaces" (Viswanath and Mehrotra, 2007: 1543). Activities, land use and social mix create safety and diversity and contribute to a sense of place and belonging. These are also amongst the many factors that determine safer communities. Experiences of fear differs for all women. Fear depends on where one resides, travels and where one works (Viswanath and Mehrotra, 2007).

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*[6] Maslow's pyramid represents a hierarchy of needs. "It is a motivational theory in psychology comprising a five-tier model of human needs, often depicted as hierarchical levels within a pyramid"(McLeod, 2018: 1).*

Some theorists contend that there are levels to women's feelings of safety. Studies have revealed that many women feel more comfortable taking their children to the park in daylight, rather than when it is dark, and that women feel uncomfortable in male dominated spaces such as liquor and cigarette shops, taxi ranks, certain street corners and parks with car wash areas and drinking spots (Viswanath and Mehrotra, 2007). By contrast they feel comfortable at bus stops, in spaces where familiar vendors are selling household items and vegetables and walking around night markets (Viswanath and Mehrotra, 2007). In addition, Jacobs (1985: 49) contrasted the fact that "planting... and landscape design can contribute to the urban environment's safety which can either facilitate communication or improve visibility" or make navigating in a public space awkward and unsafe. So, for safety purposes, "planting should not obstruct any visibility (Jacobs, 1985:49) e.g. signage, especially if one is not familiar with the place or feels uncomfortable walking in public alone as this could lead to "one avoiding the space completely" (Jacobs, 1985: 68). Jackson and Gray (2010) further argue that often users' feelings and emotions operate as problem-solving tools that help inhabitants and navigators to protect themselves from victimisation.

### **2.3.3 Gender-perspective safety tools**

South African cities have experienced increasing rates of gender-based violence over the past two decades, which is forcing women's organisations to take matters into their own hands (Metropolis, 2021).

Programmes such as the eThekweni Safety Programme and the Sonke Gender Justice Association were launched in 2006 as reactive tools to break the cycle of violence and raise awareness of gender-based violence, especially during the Covid-19 pandemic (Metropolis, 2021). Gender-sensitive perspectives in South African city policies were explored and introduced through urban planning and design improvements. These included safety tools, so that the urban environment and women's perception of safety in public spaces could be enhanced, and that women could feel supported. Safety tools are activities that include but are not limited to accessibility, the cleanliness of public utilities and visibility within urban environments. They result in public spaces with good street lighting, a mix of land uses which promotes informal surveillance, and women-friendly public spaces, encouraging young people to spend time outside in spaces that are without parental control. It should be noted that Siragusa et al. (2016: 20) also highlight that activities relating to physical needs should not exclude the elderly. Safety tools are thus determined by the experiences of

members of society which are then voiced out to organisations so that other members of the community and NGOs can provide the state with the right information for them to implement accordingly.

### **2.3.4 Urban area vulnerability**

Kumari defines vulnerable areas as areas that have resulted from structural socio-economic processes "that accelerate rapid urbanisation, population movement and populations concentration" (Kumari, 2013: 3). These all contribute to an area's vulnerability.

Accessibility is another contributing factor. Many women avoid certain urban areas especially during the night-time, because accessing such areas by foot can increase or decrease the level of the area's vulnerability. More and clear access points would increase the safety of an area (Papa, 2012). By contrast, physical barriers, such as fences, for example, limit access and increase an area's level of vulnerability. Gender sensitive urban planning and design should address vulnerability. This can be done through proposing mixed-use activities, identification of crime hot spot areas, improving the physical environment and introducing formal and informal surveillance (Rozhan et al., 2015).

To conclude, safety—which comprises security, protection, design and law (Rozhan et al., 2015)—is one of the most important human basic needs as it is centred around experience, attitude, emotion and feelings which can be used and incorporated in policies, plans and design to create safer cities for all.

### **Subsidiary questions established from women’s fear and urban safety**

- 1. Are women well-represented in Nyanga?**
- 2. How can ownership of urban spaces be built to initiate safer urban environments?**
- 3. Do the activities, land uses and social mix in Nyanga create safety?**
- 4. Can users’ feelings and emotions operate as problem-solving tools for urban environments?**

### **Assessment Criteria established from women’s fear and urban safety**

- 1. Accessibility**
- 2. Cleanliness of public utilities**
- 3. Visibility**

## **4. Good street lighting**

## **5. Mix of land uses**

### **2.4 The Role of Public Spaces**

This final section reviews the literature on public spaces, their contribution to urban environments and their effect on women’s perception of urban spaces. This section also unpacks the evolution of public spaces and how society is affected by them. It introduces what theorists and researchers think of the principle of public spaces and how they are applied and catered for in practices to ensure gender-sensitive safety outcomes.

#### **2.4.1 The planning and designing behind public spaces**

According to Kaur (2020), public spaces represent democratic and public life and the development of the community culture. Theorists such as Siragusa et al. (2016) also mention that public spaces are an integral part of the urban environment as they contribute to the cultural, economic, political and social functions of the city. Research has shown that crime, sexual assault, harassment and violence may occur because the design of public spaces often overlooks the role of gender safety (Siragusa et al., 2016).

In response, gender sensitive scholars have called for an in-depth assessment of street layouts, individual plots, physical barriers and the thresholds between public/semi-public/semi-private/private spaces. Public spaces are by definition areas that are accessible to every member of the society. However, this is often far from what happens on the ground. Often well-designed and well-maintained open areas exclude groups of people who are considered unwelcome in such spaces simply because they are “not reaching the moral rank assigned to those spaces” (Espinosa and Contijoch, 2020: 259). This reveals that public spaces can be the product of certain imaginaries that politicians have for the urban environment rather than an analytically provable space that works for all the community members (Espinosa and Contijoch, 2020). Theorists further argue that fragmentation of urban environments has a direct correlation to the quality of urban spaces and if they are not well-maintained then they could easily have a negative effect on city crime levels which could put groups of people such as women at risk (Medalla, 2016).

#### **2.4.2 Quality of public spaces affects quality of life**

According to Battisti et al. (2020), all cities take on different forms over time, and we all experience cities differently.

Cities have different histories, geographies, political and economic realities. Cities represent different cultures and ways of being. But the one thing that all cities have in common is public space (Battisti et al., 2020). These spaces play a significant role in the urban environment. For Siragusa et al. (2016), the better the quality of public space, the higher the chances that the quality of life of citizens will be enhanced. This can lead to higher levels of wellbeing through the enablement of “adequate street space, green areas, parks, recreation facilities and other public spaces” (Siragusa et al., 2016: 4) which have the potential to promote activities in an area whilst adding the safety layer. Public spaces play many roles in the urban environment as they are the “common ground where people carry out functional and ritual activities” (Galanakis, 2002: 2) such as building a sense of civic identity, culture and community. These spaces also carry combinations of past and present collective life experiences, meanings and shared perceptions of the city, including conflict and confrontations (Battisti et al., 2020) which are often overlooked in planning and design processes. Garau (2014) states that public space is a concept that represents the connection between equality and equity, meaning that it allows every member of society to feel welcome in the public realm, be able to exercise their rights and enjoy the urban environment without being

restricted by any social status nor monetary status (Garau, 2014). Siragusa et al. (2016) also mention that “equity involves systematic (re)distribution of the benefits of growth or development, with legal frameworks ensuring a ‘level playing field’ and institutions protecting the rights of the poor, minorities and vulnerable groups” (Siragusa et al., 2016: 19). The promotion of equity in public spaces enhances socioeconomic equality and allows community involvement by all members of the community. This minimises isolation and exclusion of different groups of people and instead empowers communities to participate and engage in urban-related affairs for the benefit of all social groups and the full potential of the entire population (Siragusa et al., 2016).

Planners should work together with other spatial designers to ensure that public spaces are organised and well-integrated into the urban environment (Siragusa et al., 2016) and “facilitate and encourage” (Siragusa et al., 2016: 4) the use of the public spaces which could enhance their sense of character, meaning and appropriateness in the urban environment. In the South African context, it is important that the government has some form of budget or primary investment put aside for public spaces. In peripheral townships, investment in public spaces is crucial. Without such spaces, spatial inequality and

fragmentation will continue to be entrenched in the urban environment. It is thus critically important not only to prioritise safety and security in urban planning and design through appropriate public infrastructure (Siragusa et al., 2016) but also to bear in mind that appropriate public infrastructure has no purpose in public spaces if these spaces are not welcoming to all members of the society. If there is a lack of good governance and management of urban environments, then there is likely to be a lack in nurturing good quality public spaces for a better quality of life for all. This has been called ‘unwise design’, and Galanakis (2002) argues that city experts too often fall into the trap of unwise design. For him, visual designers struggle with conceptualising and “visualising how different and not so different races and groups (e.g. women) could be mixed in public spaces, and how could this mixing be supported for it to work well” (Galanakis, 2002: 5). This underscores the challenges facing urban designers in facilitating and encouraging the use of public spaces and highlights the fact that spatial planning intervention and design proposals cannot be initiated and proposed without considering conflicts the urban fabric faces.

### 2.4.3 Public space activities

Jan Gehl introduces us to the concept of “Life Between Buildings” using public space, and in support of this concept Ewing (2005), mentions that public spaces are often proposed at critical points where there is high foot traffic of people moving through a space continuously, night, day and during peak hours. She also mentions that this type of movement through an area or space, ‘create vibrant places which normally develop and grow over time’ (Ewing, 2005: 3).

Necessary, optional and social activities are the three types of outdoor activities that take place in public spaces and determine “Life Between Buildings” (Gehl, 2011). According to Gehl (2011), necessary activities are compulsory and make up most of our basic daily lives such as walking or taking public transport to work or school. Optional activities occur only when the time and place allow and if one wishes to participate. Lastly, social activities only occur when there is a presence of other people in a public space and it is often determined by senses (hearing, seeing and smelling). The different types and hierarchies of activities in urban environments represent “Life Between Buildings” and the meaningfulness of public spaces in cities and residential areas (Gehl, 2011).

According to Navarrete-Hernandez et al. (2021), studies have shown that participation and the active use of public spaces can alleviate high levels of social exclusion and isolation. Similarly, Gehl (2011: 27) mentions that “where people choose to sit, especially in public spaces, is often in relation to the view and the surrounding activities”. Gehl further explains that benches or street seating found in quiet areas where there isn’t any natural/informal surveillance are hardly used and thus become areas of urban vulnerability.

Garau (2014) suggests public-space led planned cities. This concept follows an approach that starts with the movement of people in a space, rather than starting with the architecture. How people navigate and occupy the urban environment should be analysed and then appropriate public infrastructure and architecture can be provided in open spaces. In this way, public spaces are no longer overlooked or even left over as afterthought designs.

Lynch (1960: 51) mentions that “special façade characteristics of the architecture contribute to the path’s identity”, noting that proximity of special features and diversified land uses can also provide importance to a path. The importance of public spaces should not be overlooked: Siragusa et al. (2016) mention that public spaces can improve public health by

providing opportunities, promoting physical outdoor activities and by making walking outside at any time of the day attractive, ‘reducing stress and providing a calm environment’ (Siragusa et al., 2016: 18). An experience of safe public spaces can also reduce insecurity if the space/area is mixed and diverse and allows for everyone to feel welcome. This includes children, the elderly and for the case of this research, women who often feel restricted from entering spaces such as parks or squares, or feel unsafe walking alone in streets because of the fear of crime and violence in these spaces. Siragusa et al.’s. (2016) argument is that good governance and management of these urban spaces can help alleviate these fears. Such management includes considering the “material of sidewalks and paths (smooth poured concrete) ... contribute to the quality of a public space” (Jacobs, 1985: 70). If intentionally designed, public spaces could attract a large foot traffic and invite people at all times of the day, “reducing perceptions of insecurity” (Siragusa et al., 2016: 18). Garcia-Ramon et al. (2004) note that while redesigning public spaces does not necessarily solve gender and social inequalities, it could help to reduce social exclusion and encourage social interaction, community and the empowerment of women to claim their place in urban environments.

Furthermore, Trancik (1986: 98) mentions that “the linkage theory approach is about circulation and integration through streets and open spaces and allows the urban form to take form”. It “speaks to the organisation of lines in the urban environment that connect parts of the city and how the lines relate buildings to spaces through design” Trancik (1986: 106). It is through such organisation that cities begin to take shape and determine if public spaces are safe and women-friendly.

#### **2.4.4 The importance of knowing types of public spaces**

Knowing the different types of public spaces and their role in the city could help with the development of spatial planning interventions that provide gender-sensitive safety outcomes to the identified crime hotspot public spaces in Nyanga and their findings presented in chapter 4.

#### **Types of public spaces (Siragusa et al., 2016: 27-28)**

**‘Streets as Public Spaces:** *These public spaces represent their fullest sense of the word because they are publicly owned and maintained, accessible and enjoyable by all without charge and at all hours, day and night, e.g. streets, squares, pavements, passages, bicycle paths etc.*

**Public Open Spaces:** *These spaces are also available to all without charge and are normally publicly owned and maintained. In many cases, however, they are accessible during daylight hours only, e.g. parks, gardens, playgrounds, public beaches, waterfronts etc.*

**Public Urban Facilities:** *These spaces/facilities are only accessible during daylight hours or operating hours, e.g. public libraries, community centres, municipal markets, public sport facilities etc.*

**The ‘Space of the Public’:** *The term ‘public’ is not intended to refer to ‘the general public’ but, rather, as the public sector realm. In this sense, the commons are not simply goods and places but also the social pact by which citizens delegate authority, contribute resources for the common good and entrust their management to locally-elected officials. Whenever this social pact is broken or compromised, this particular public space is threatened as is democracy itself.*

**The City itself:** *The city as a public space. Here the holistic view is important because it supports a comprehensive approach to public space and the idea of the city as a public good. This view is also germane to the arguments in favour of ‘the right to the city’, where the city is viewed as the arena and expression of a physical and symbolic space devoted to all, shared by all and entrusted to all.*

**Cyberspace:** *This space is through the internet and social networks, offers new opportunities for virtual encounter and interaction that can lead to the multiplication of ‘real’ interactions in ‘real’ space.’*

In addition to Street as Public Space, Dewar and Uytendogaardt (1995: 27) classified a street as a line that is a public space, that “provides accessibility along the line but

isn’t always equal”. This can “expand into a space that becomes the ‘holding area’ and this space often holds activities that are socially valued by all members of the society and often unavoidable” (Dewar and Uytendogaardt, 1995: 28). Similarly, line as space is a space that accommodates pedestrians’ movement which Dewar and Uytendogaardt (1995: 29) further argue that “its primary made and should be inclusive and safe for all pedestrians”.

Furthermore, public open spaces that are often densely populated at different times of the day because of movement or activities in the area are classified by Dewar and Uytendogaardt (1995: 23) as “public spaces which are highly accessible, creating a sense of belonging and welcome and where the majority of the activities take place”, informal and formal. Similarly, Lynch classifies such spaces as nodes and defines nodes as “public spaces that an observer enters and where concentrations of movement and population are found which can also be classified as ‘junctions and concentrations’” (Lynch, 1960: 76). People often use such “public spaces as landmarks as they are easily identifiable” (Lynch, 1960: 78) and can be used as wayfinding tools.

## 2.4.5 Measures of safety in public spaces

As much as there are different types of public spaces and they all carry multiple and various meanings to users engaged in various activities, some theorists argue that public spaces give women an additional benefit: the freedom to escape their homes and take a break from private realms that they are accustomed to. By contrast, other theorists argue that public spaces may be dangerous for women due to the possibility of sexual assault and harassment, crime and violence against women (Garcia-Ramon et al., 2004). Women often feel safer in spaces where they can feel the presence of other women and which are not male dominated. Mahadevia and Lathia (2019) measure safety in a public space by the provision of proper lighting; the quality of the space; the extent of oversight in the space; the existence of empty/dilapidated building or plots; the presence of familiar people/shops/vendors, of visible and accessible police booths, patrolling, CCTV coverage etc. While CCTV gives women some sense of security, they often prefer informal surveillance - "eyes on the street" - rather than cameras, as these can make people feel uncomfortable in that space (Jaimini, 2021 and Navarrete-Hernandez et al., 2021). Further factors to consider in assessing the safety of a public space is the existence and condition of public

infrastructure and facilities (toilets). Madanipour mentions that "environmental improvements need to be considered in conjunction with economic and social considerations which can lead to appropriate public infrastructure being implemented, managed and maintained for ongoing engagements in these spaces" thus improving the actual conditions of life in neighbourhoods which can give members of the society, especially women "hope for a better future for their living conditions" (Madanipour, 2010: 107). The WBG's (2020) public space checklist is based on infrastructure and comfort, connectivity, public safety especially for women, children and the elderly, occupancy and lighting. Navarrete-Hernandez et al. (2021) added graffiti as another measure when assessing the safety of public spaces. The existence of graffiti is often overlooked in assessing what makes public spaces feel safe. Depending on the quality of the public space, graffiti can be seen as art, or can be seen as vandalism especially in neglected and poorly maintained urban environments (Navarrete-Hernandez et al., 2021). If an area is neglected and poorly maintained, graffiti can represent criminal activity and enhance public fear, thus 'gender-sensitive urban planning research has suggested that removing graffiti will specifically improve women's perception of safety' (Navarrete-Hernandez et al., 2021: 4) in public spaces.

To conclude this section, these checklists for assessing safety in public spaces can help while doing fieldwork to analyse the various issues women and young girls face in urban environments (WBG, 2020). When doing this, it is important to bear in mind that consideration solely of women's needs will not solve the deep-rooted gender inequality issues faced by women and young girls in public spaces (Navarrete-Hernandez et al., 2021). But planning and designing urban environments can result in public spaces that will make women feel free and confident to navigate the urban environment without fear. This will thus allow them to 'better experience the benefits of social inclusion and ability to contribute to the urban life' (Navarrete-Hernandez et al., 2021: 12).

### **Subsidiary questions established from the role of public spaces**

- 1. Do public spaces in Nyanga represent democratic and public life for self-expression and the development of a community culture?**
- 2. Does Nyanga have adequate street space, green areas, parks and recreation facilities which promote activeness in the area?**

- 3. How does public space in Nyanga play many roles and act as common grounds where people carry out functional and ritual activities?**
- 4. Do public spaces in Nyanga carry combinations of past and present collective life experiences and meanings for its users?**
- 5. Is it important that the municipality has some form of budget, or primary investment put aside, for public spaces found in townships like Nyanga?**
- 6. Can participation and the active use of public spaces in Nyanga, by women alleviate high levels of social exclusion and isolation?**
- 7. Do public spaces allow for everyone to feel welcome?**
- 8. Does considering the different types of public spaces and their roles in the city help with the development of urban planning interventions that provide gender-sensitive safety outcomes?**

**Assessment criteria established from the role of public spaces**

- 1. Street layouts, physical barriers, the thresholds between public/semi-public/semi-private/private spaces**

## **2. Security**

### **3. Appropriate public infrastructure**

## **2.5 Conclusion**

This chapter has established a theoretical framework for the research by studying and evaluating literature on gender planning, urban safety and public spaces. Each of these has been examined from the perspective of women's perceptions of urban public spaces and provide the framework for the analysis of this research (see Chapter 4). Main concepts and theories were defined and evaluated, and subsidiary research questions developed to assist in answering the main research question.

The next chapter will introduce the research methods and techniques which will be used to research, discover findings, analyse and start developing spatial planning interventions and design resolutions. It also includes a discussion on how ethical considerations will be handled in my research.





**Research Methods and Techniques**  
(Chapter 3)

EMMS  
DR.

NEW  
EXPERIMENT  
AP.

## CHAPTER 3: Methods and Techniques

### 3.1 Introduction

The previous chapter established the theoretical framework for this study by reviewing the literature on gender planning, black feminism, urban safety and public spaces. The main concepts were defined and evaluated, and subsidiary research questions were established.

This chapter presents an in-depth discussion on the research methods and techniques which are used to collect research findings and to analyse the findings. This chapter also includes a discussion on the ethical considerations adopted for this study.

### 3.2 Research Methods

As this research necessitates answering 'How' and 'Why' questions, narrating experiences of safety around public spaces, and enabling gender-sensitive outcomes in Nyanga, qualitative research methods are used to gather non-numeric information such as ideas, descriptions, representations, experiences, images and explanations of the issues under study (Babbie, 2014). It also necessitates positioning myself as a feminist planner, and in particular as a black feminist planner, who is someone who "lifts up the

experiences of women who have heretofore been silenced by their marginal positions in multiple categories of difference such as gender, race and class histories of African people" (Brewer, 2016: 2-3). The research methods that I use to answer the main and subsidiary research questions are thus case study methods and ethnographic methods.

#### 3.2.1 Method 1: Case study

The case study method aids an in-depth investigation of women's safety in public spaces, with a focus on Nyanga as the case study area. Flyvbjerg noted that the case study method allows for "individual units to be studied in various ways", for example in qualitative or quantitative ways, or as mixed methods, and that it can produce value-driven knowledge (Flyvbjerg, 2011: 301). According to Yin (2004: 2), case study research can be used to "illuminate a particular situation" and gain even more insight into the phenomenon under study. The advantage of using this method is that it relies on multiple sources that, in turn, produce deeper insights and meanings of the entity under study. A reliance on multiple sources also allows the researcher to "triangulate"—and hence verify—research findings.

For more intensive, richer and better-focused research—especially considering

the time constraints that pertain to this study—only one case study has been selected, although it contains three sites. One limitation of using a single case study is that it does not easily allow one to generalise (Flyvbjerg, 2006). Case studies do not often represent anything other than themselves. However, Flyvbjerg (2006) has shown that the need to generalise from one's research findings is often not the primary goal of planning research. Rather, planning research more often seeks to explain why problems in the public domain arise, and how these problems might be addressed.

One criticism of the case study method is that of bias: case studies can be used to verify research preconceptions and enable the researcher to ignore other findings that challenge these preconceptions. The researcher therefore needs to remain acutely aware of these limitations, and to engage in processes of critical self-reflection when identified limitations arise. In this study, it was important to remain open to learning from residents and local women's organisations.

### **3.2.2 Method 2: Ethnographic research method**

A specific focus on women (without ignoring the role men play in enabling gender safety; and without presuming the existence of gender binaries alone) necessitates the use of ethnographic research methods in addition to case study methods.

Ethnography is the study of groups of people in the contexts in which they live.

Ethnography is a suitable and useful method for advancing our understanding of what makes a group of people 'tick', and it can prove invaluable in investigating the effectiveness, or appropriateness, of an urban planning resolution, or in making sense of a particular social problem. Greed (1994: 119-128) mentions that "for a start, the community groups, issues, and problems studied in ethnography are usually tied to a particular research site, be it a housing estate, a school, a prison, or a professional office". In the case of this study, Greed's 'particular research sites' are seen in Nyanga's crime hotspots that fail, for the most part, to enable gender-sensitive safety. Ethnographic research methods provide tools to explore how comfortable or uncomfortable it is navigating and occupying public spaces as a woman, especially in the context of a South African township.

The advantage of this method is that it allows the researcher to work with women and get an insight into—and 'thick descriptions' of (Greed, 1994)—their everyday experiences of safety in public spaces. The limitations of this research method are the same as the case study limitations. As such, I address these limitations in the same manner as I address the limitations identified for case study research.

### **3.3 Research Techniques**

In the previous section, the research methods used in this study were explained and justified. These qualitative methods assist me in conceptualising the overall design and implementation of this research project. The next section discusses how research findings are collected in order to answer the main and subsidiary research questions (see Chapters 1 and 2). To this end, I make use of four research techniques, namely: interviews, field observations and mapping and social media (Instagram question poll) techniques.

#### **3.3.1 Technique 1: Interviews**

Since the main research question necessitates an engagement with qualitative research methods, the research techniques that are used to meet the

objectives of this study are equally qualitative in nature. To this end, face-to-face interviews were used. The interviews included a grassroots group, namely: the People's Environmental Planning (PEP) organisation. This organisation is a woman led organisation that works with community groups in townships of Cape Town.

In addition to interviewing women based in Nyanga, interviews were planned with the local ward councillor (namely ward 37 and responsible for safety and security) of the area under study, residents who self-identify as men, as well as municipal officials, so that research findings could be verified and triangulated. Collecting research findings from different research participants (who represent different stakeholders) allows the researcher to address some of the above-mentioned limitations of the methods and techniques used for this study. Findings from diverse participants also allows one to critically reflect on any biases.

The format that was used to run these individual and grassroots group interviews was a semi-structured interview that allowed for spontaneous comments and reflections. Since I self-identify as a black woman from a township in Pretoria, I consciously endeavoured to make the research participants feel comfortable during the individual and grassroots group

interviews, so that trust could be built between myself and my research participants. This aided in gathering deeper insights from what I already know from being a black woman and having experienced public spaces in South African's townships. In addition to this, careful listening and attentiveness was important when experiences concerning safety in public spaces were shared with me. During the interviews, I responded respectfully, thereby showing that I understood what had been shared with me. I also probed responses in the hope that participants felt comfortable answering sensitive questions. According to Sandercock (2000: 24), "the point of participation in an event is for people to say what they feel, to speak their feelings, no matter how toxic, or painful it might be for others to hear". With research participants' permission, interviews were recorded either directly or through zoom video calls. This was an important aid in capturing participants' voices and emotions as accurately as possible, and to capture the atmosphere of the interview. By using semi-structured interviews, I was able to collect rich and in-depth information.

This approach was accompanied by a consent form which was drafted by the researcher so that both the researcher and research participant can sign it as part of a

collective agreement to ensure an ethical approach to research. The terms of the agreement were stated clearly, confirming that the interview was voluntary and that the research participant could withdraw their participation at any time. The form was signed by both parties prior to the commencement of the interview and/or grassroot group engagement.

### **3.3.2 Techniques 2 and 3: Observations and mapping**

Field observations aided the documentation of the three public spaces under study, as well as people's body language and vernacular languages, while mapping aided the identification and description of the existing conditions of the three public spaces under study. These existing conditions were, in turn, analysed against the assessment criteria established in Chapter 2. The analysis of existing conditions is presented in Chapter 4.

Both of these research techniques enabled me to understand the "quality of some of the spaces, the activities taking place around some of the crime hotspots, and the public spaces that women in Nyanga occupy" (Mbekeni, 2021: 24). Field observations - non-participant observations - allowed me to observe the space, persons within that space and the interactions

amongst the persons within that space. I watched and observed the groups of people visiting or passing through the crime hotspots, and I took notes and site pictures of the spatial and other characteristics that might contribute to crime. This gave me an idea of the extent to which women use the three public spaces, during what times of the day they use these spaces, and what needs to be considered when developing urban planning resolutions that could enable gender-sensitive safety outcomes in these public spaces.

The advantage of field observation is that it allows for spontaneous, unplanned, and unexpected events to occur either through the community's behaviour or through their vernacular and body language. A limitation is that my presence might alter residents' behaviours.

### **3.3.3 Technique 4: Social media (Instagram question poll)**

The last research technique I used was social media. I asked one question to get a sense of what safety in public spaces means to women and the general public. I made use of the Instagram question poll. This technique provided me with an easy way to engage and connect with the general public without meeting face-to-face (Rogers, 2019).

It also provided me with “a new window into people’s experiences and their interpretation of what safety means in public spaces” (McKenna et al., 2017: 87).

In addition, this technique allowed the general public to comment on and contribute to the spatial planning interventions that are proposed in Chapter 5 (McKenna et al., 2017). The Instagram question poll was available for 24 hours which for “one-to-one and one-to-many communications and allows for real-time online engagements in real time or asynchronously” (McKenna et al., 2017: 89) depending on the time people logged-in and viewed my status. Viewing my status allows the people who I follow comment or answer the question in real time as many times as they wish.

I am aware that unlike traditional face-to-face interviews, this technique does not allow the “social encounter aspect being facial expressions, joke, encouraging sounds, mannerism etc.” (McKenna et al., 2017: 90). However, it provided opportunity for new types of behaviour such as “flaming’, ‘lurking’ or ‘whispering’” (McKenna et al., 2017: 90) emojis to put emphasis on their comment and/or answers.

The limitation of this technique is authenticity, as “participants may be

anonymous or use pseudonyms on social media platforms which may make it difficult to ensure the authenticity of the data” (McKenna et al., 2017: 90). I dealt with this limitation by making my Instagram account private and making the question accessible to only the people that I follow and that follow me back, ensuring that those responding were not using anonymous or pseudonym accounts. Although I know all the account holders of people who responded, they remain anonymous for the purposes of this research.

### 3.4 Analytical Approach

The data collected from interviews, observations and mapping and social media (Instagram question poll) techniques were summarised and interpreted for potential planning resolutions. Sharp and Howard (1996: 106) mention that “analysis involves the ordering and structuring of data to produce knowledge”, therefore in order to make sense of the data the researcher must transcribe the interviews as soon as possible. Transcribed texts, in turn, are analysed against the assessment criteria established in the previous chapter (see Chapter 2). Similarly, mapped findings of what exists in the three public spaces under study were analysed against the assessment criteria presented in Chapter 2. Research findings, and the analyses of these findings, are presented in Chapter 4.

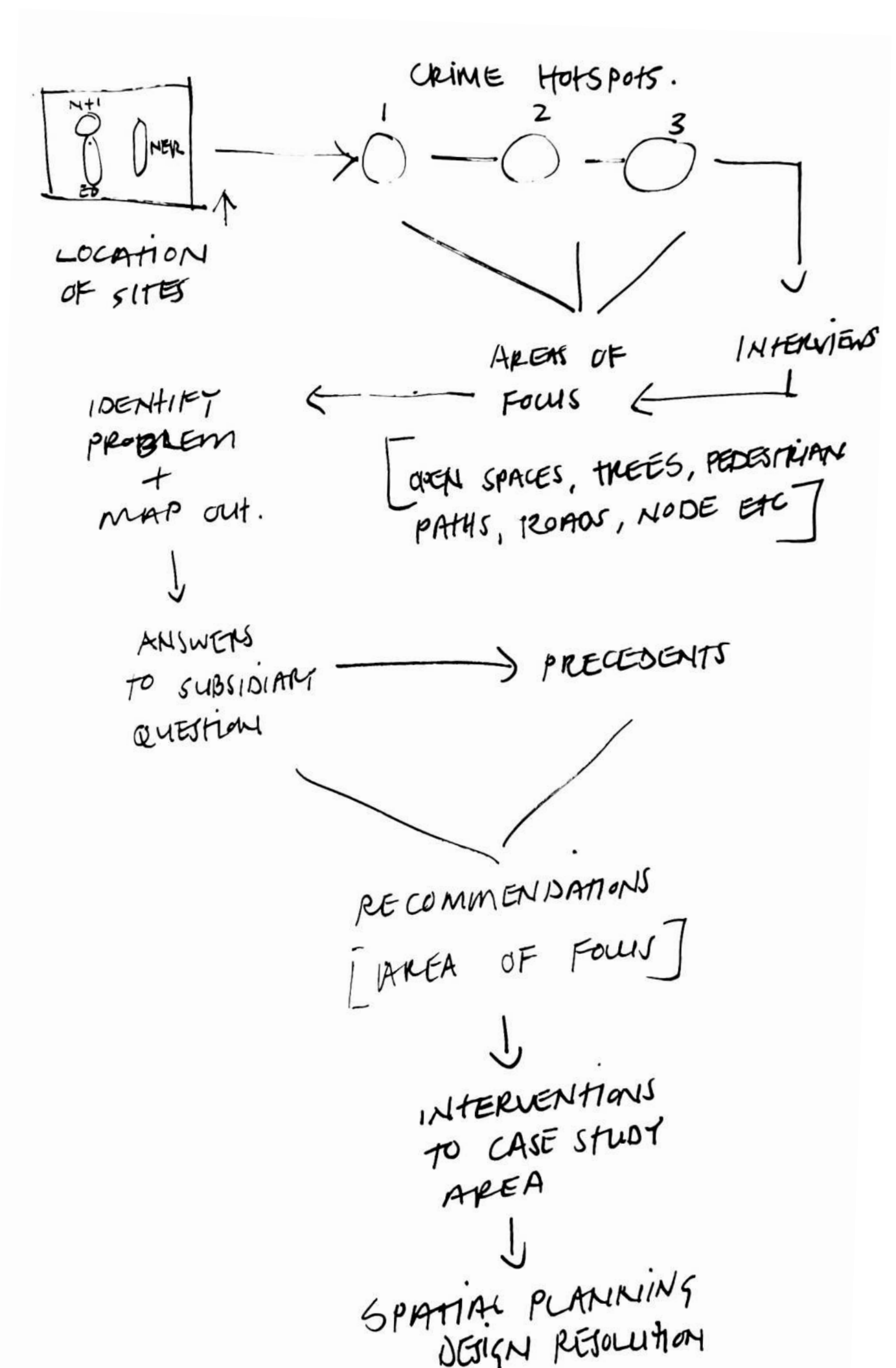


Figure 3.4: Sketch of the analytical approach (Author's own, October 2022)

### 3.5 Ethical Considerations

This research involves factors that warrant ethical consideration. The main part of this research is that it depends on the consent of participants and on securing the participant and community's reputations when interviewing them and understanding that this is a transactional exercise, as the researcher gains data needed for the study and the participants get to share their experiences and voice out their frustrations in a safe space. Duminy et al. (2014) mention that research participants from a particular location may see a researcher who is an "outsider" with a feeling of distrust and recommend that researchers begin their projects by building trust with participants. During the research process I aimed to make all participants, and in particular the women from whom I was learning, feel comfortable, and I strove to carry myself as one of them, speak in their language and create comfort by responding in isiXhosa or isiZulu whenever I could so that critical information that could add value to the research was not withheld (Duminy et al., 2014).

I was aware that participants often agree to participate because they expect to see "social transformation" (Winkler, 2013) in their townships. However, participants were made aware beforehand that this research may not change the issue under study but

will add to new knowledge on gender-sensitive safety outcomes and aid in coming up with spatial planning interventions that could be incorporated in future policies for townships. Signing the consent form confirmed that the participant understood the terms and conditions of the research and that the researcher undertook to protect the voice recordings and zoom video call recordings of the engagements at all costs.

At the start of the research process, the researcher obtained ethics approval from the University of Cape Town's Engineering and Built Environment Research Committee (EBE ERC). No gathering of any information through interviews could commence before clearance has been approved. A consent form by the researcher was also drafted so that both the researcher and research participants could sign as part of the agreement. The terms of the agreement were stated clearly, confirming that the interview was voluntary and that the research participant could withdraw their participation at any time. Part of the agreement was also that research participants could anonymise their names, even though given the opportunity to do so, they still gave me permission to use their names. The form was signed by both parties prior to the commencement of interviews.

### 3.6 Conclusion

In this chapter, the research methods and techniques are outlined, thereby enabling the researcher to answer the main and subsidiary research questions. Both research methods, as well as the adopted research techniques, have strengths and weaknesses. I remain acutely aware of the weaknesses, and I address these as best as possible during the research process. The next chapter presents the research findings and the analysis of these findings. Research findings are analysed against the assessment criteria established from the in-depth review of the literature (see Chapter 2).



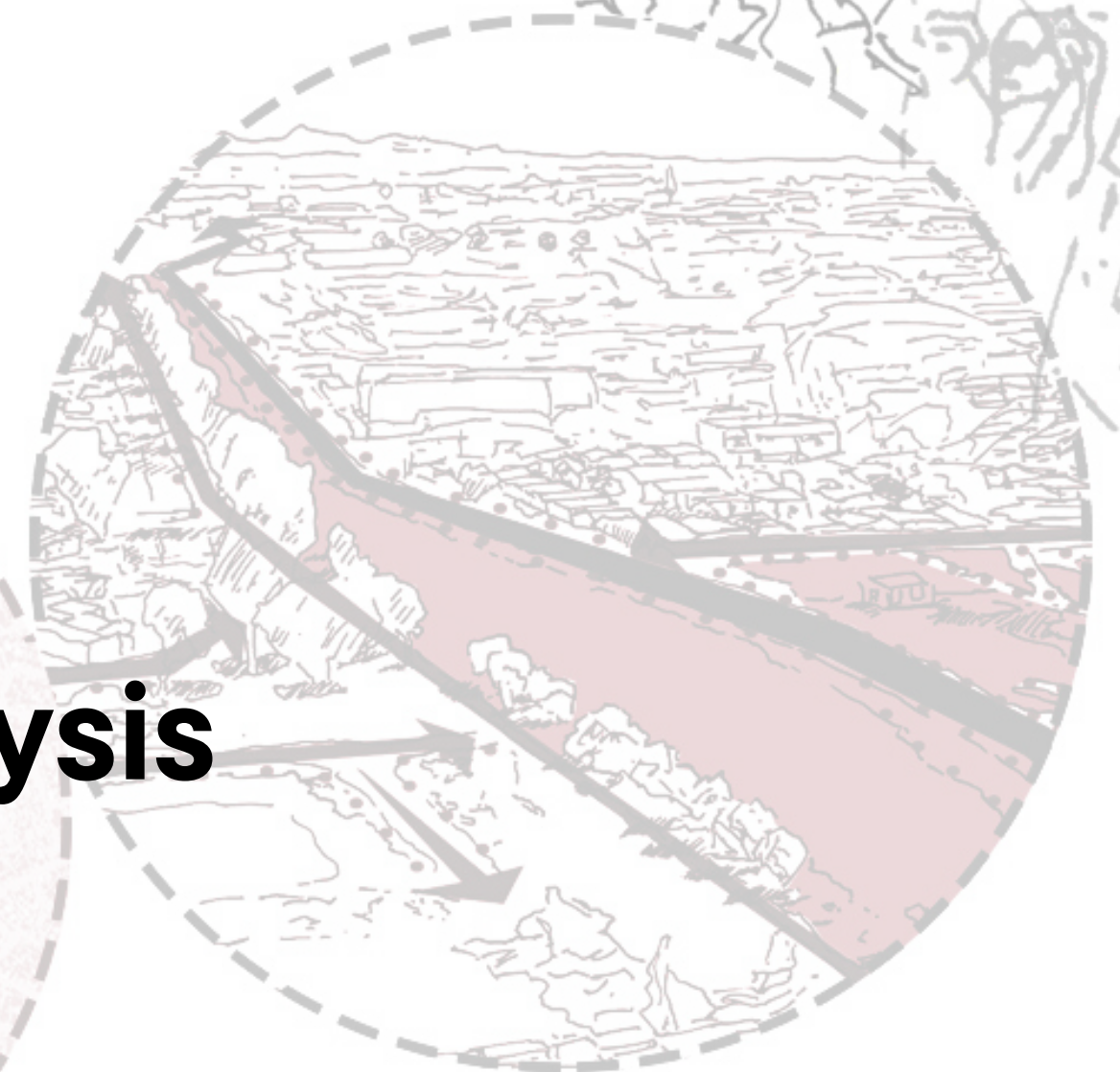


Nyanga Taxi Interchange



# Research Findings and Analysis

(Chapter 4)

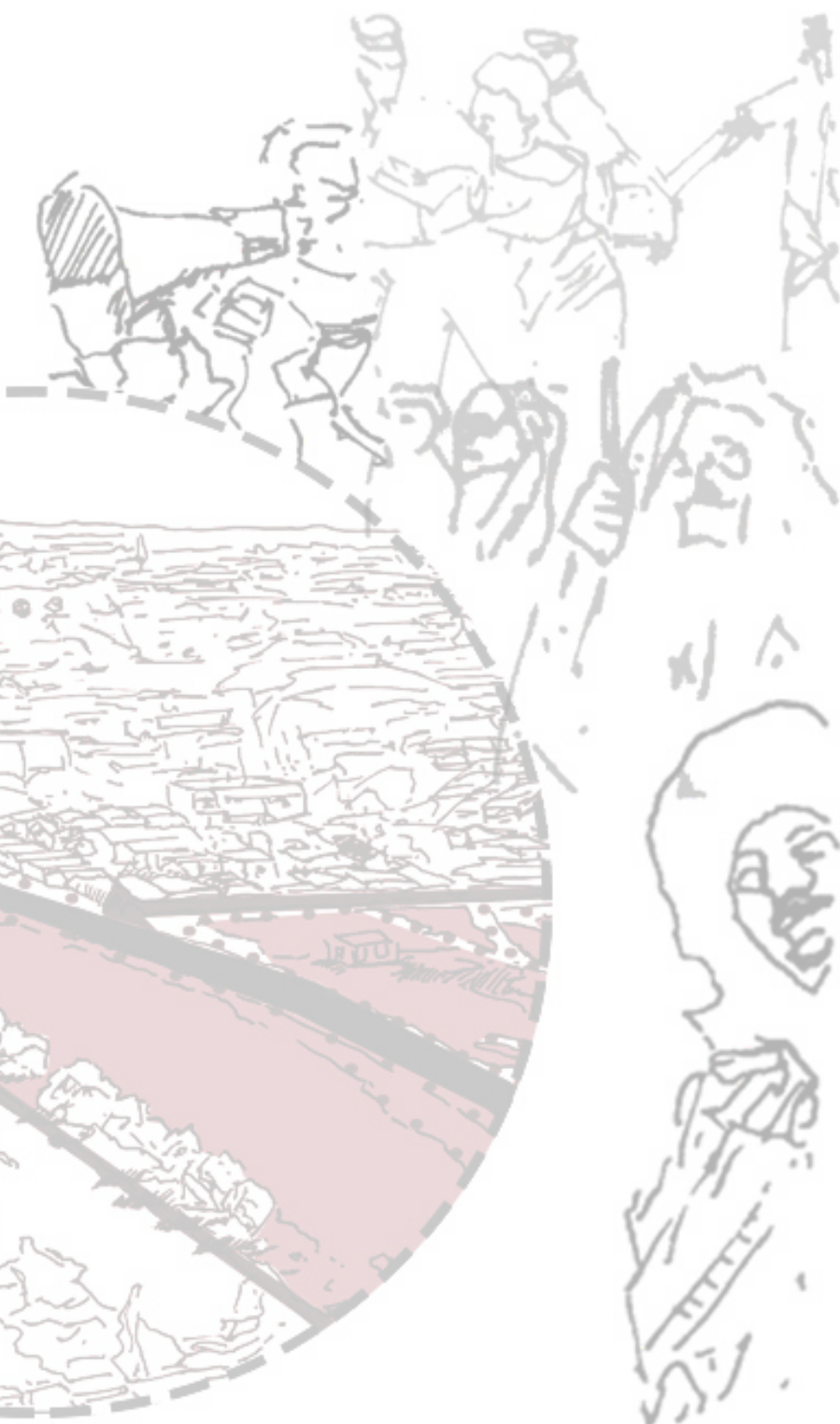


New Eisleben Road



Emms Drive

I CAN'T BELIEVE  
I'M STILL  
PROTESTING THIS SHIT



## CHAPTER 4: Research Findings and Analysis

### 4.1. Introduction

This chapter presents the analysis of the data collected for this research. The main and subsidiary research questions presented in Chapters 1 and 2 guided the types of data collected for this case study.

The chapter begins by providing an illustrated overview of the area under study in order to establish the contextual information of the case study area (see Figure 4.1). Thereafter, the research findings of the crime hotspot sites in Nyanga will be presented. These findings are based on the perspectives, experiences and stories from all those interviewed, as well as my own observations of the area under study. The research findings, in turn, are analysed against the assessment criteria derived from an in-depth review of the literature (see Chapter 2). To conclude, a summary of the findings of the most pressing issues concerning gender safety in Nyanga's public spaces will be categorised in relation to the main and subsidiary research questions.

## 4.2 Area Under Study: Contextual Information

### 4.2.1 Contextual information and background information

Nyanga is one of the oldest black townships situated at the southern edge of the Western Cape province and in the centre of the Cape Town metropolitan area. It is located within the Cape Flats, along with other townships such as Philippi, Gugulethu, Crossroads and Mitchells Plain. Nyanga was established as a result of the migrant labour system (News24, 2017) which formed part of the apartheid spatial planning legislation (Mbekeni, 2021: 15).

The establishment of the township was originally for male migrant labourers (mostly from the Eastern Cape and Xhosa speaking) who were in the city for work. Later women started migrating to the area as well, and although women have occupied the area over the years, the spatial planning of Nyanga's public spaces was not changed to accommodate their specific needs and aspirations. An inadequate approach to gender-based planning remains in place in Nyanga despite the removal of migrant labour laws, pass laws, and the establishment of democracy in South Africa more than twenty years ago (Mbekeni, 2021: 15). As a result, Nyanga's public spaces have remained unaccommodating and unsafe,

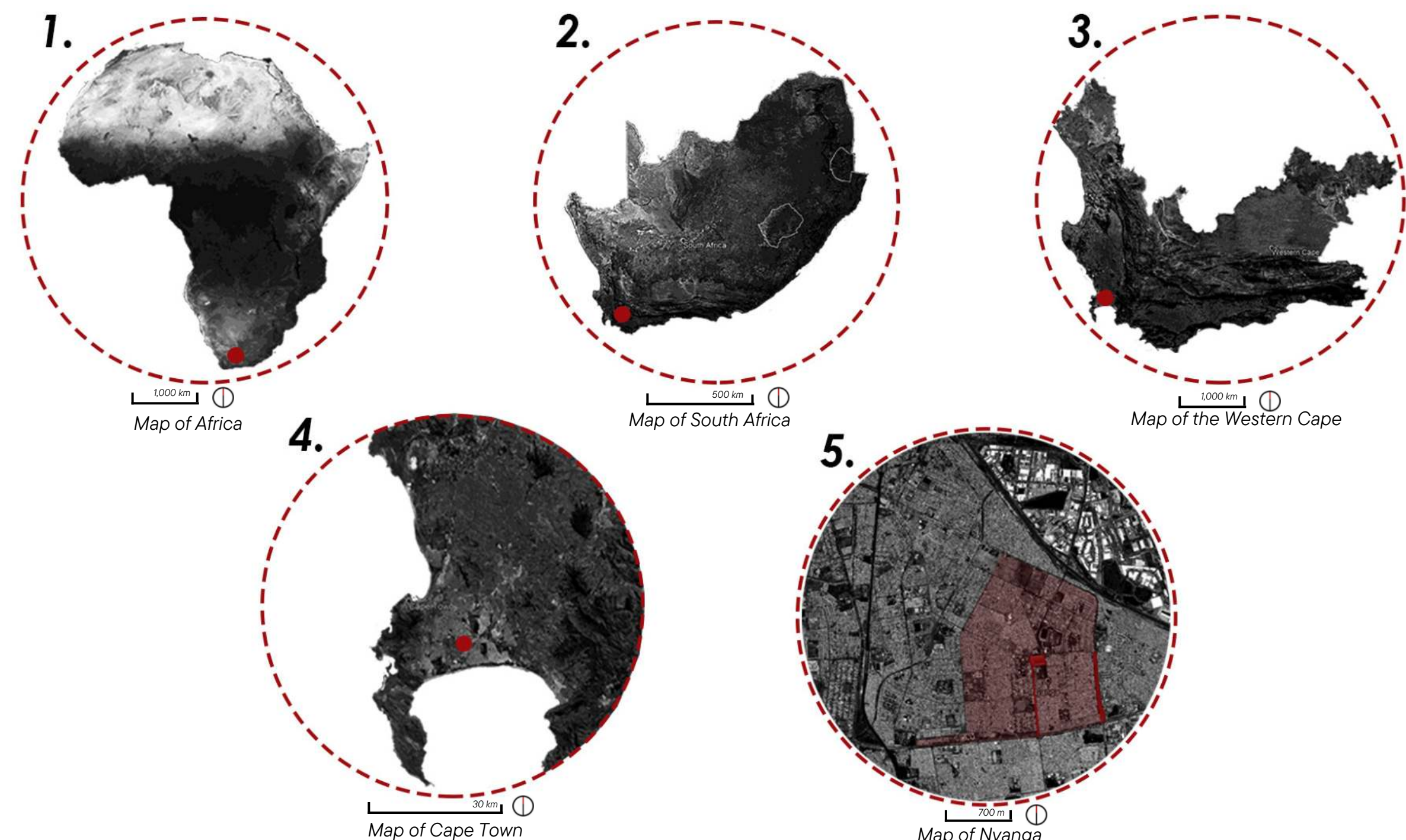


Figure 4.1: Contextual maps of the case study area (Author's own adapted from Google Earth, August 2022)

thereby limiting women’s sense of safety, security and belonging in the area.

Furthermore, as discussed in Chapter 1, Nyanga has the highest contact-related crime rate in Cape Town, and most of these crime-related incidences take place in Nyanga’s public spaces (RSA, Police Recorded Crime Statistics, 2021).

Mbekeni (2021) also mentions that at some point, Nyanga was “considered the murder capital of South Africa” (Mbekeni, 2021: 15) and “identified as one of the top 30 GBV hotspots in South Africa with [the] abuse and murder of women and children and queer people in South Africa amongst the highest in the world” (Mbekeni, 2021: 15).

While there was a drop in contact-related crimes in Nyanga between 2017 to 2022, the information presented in figures 4.2.1a and 4.2.1b shows that there is still a need for safer public spaces, especially for women who often do not report GBV because of the fear of not being believed and fear for their safety if they share their personal sensitive experiences.



Figure 4.2.1a: Graphs showing a drop in contact-related crime from 2017 to 2022 (CrimeCheck, 2022)

## Women march to police station after body found in wheelie bin

Nyanga protesters demand visible policing and CCTV cameras

3 August 2022 | By Vincent Lali  
Brief | Cape Town



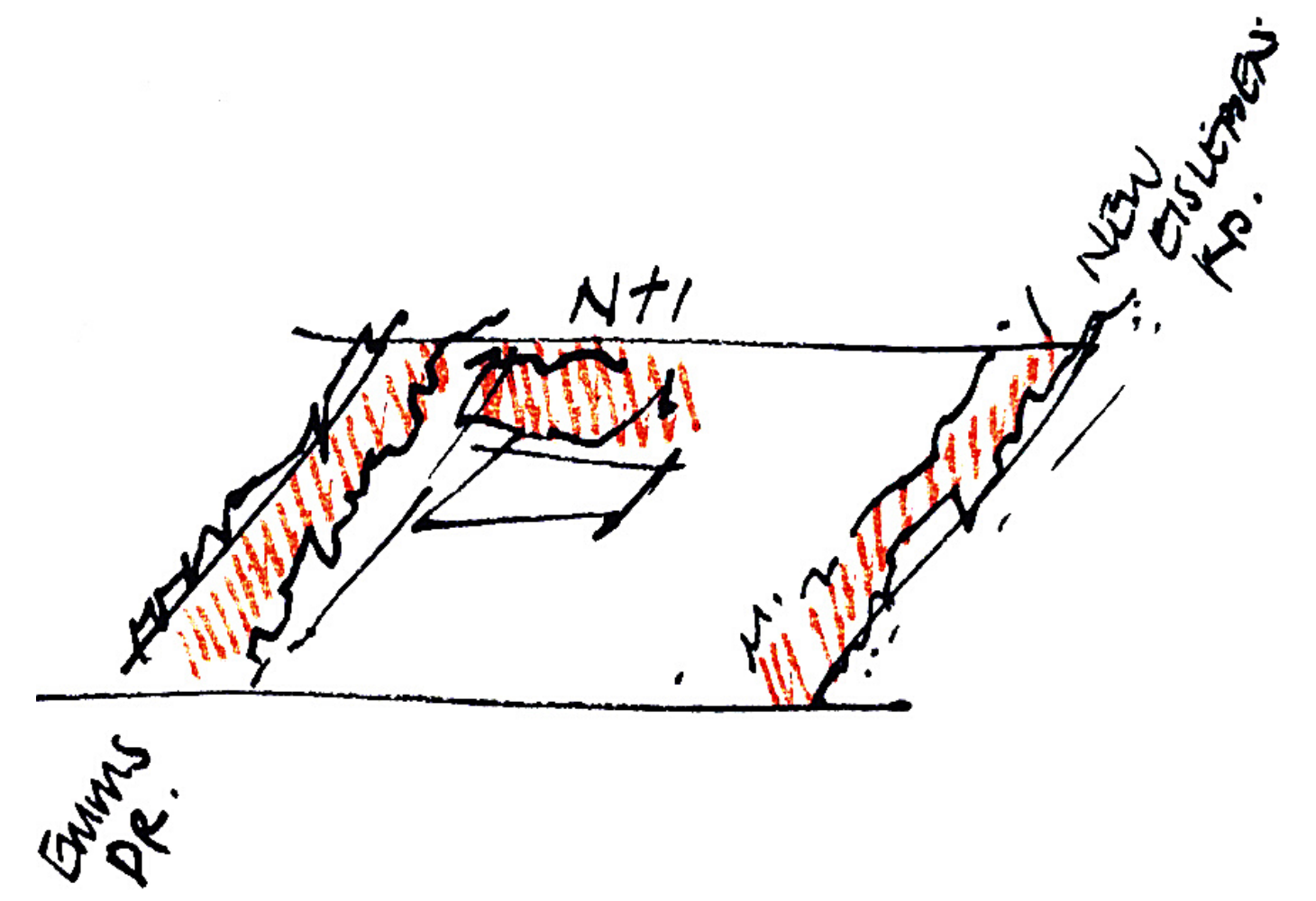
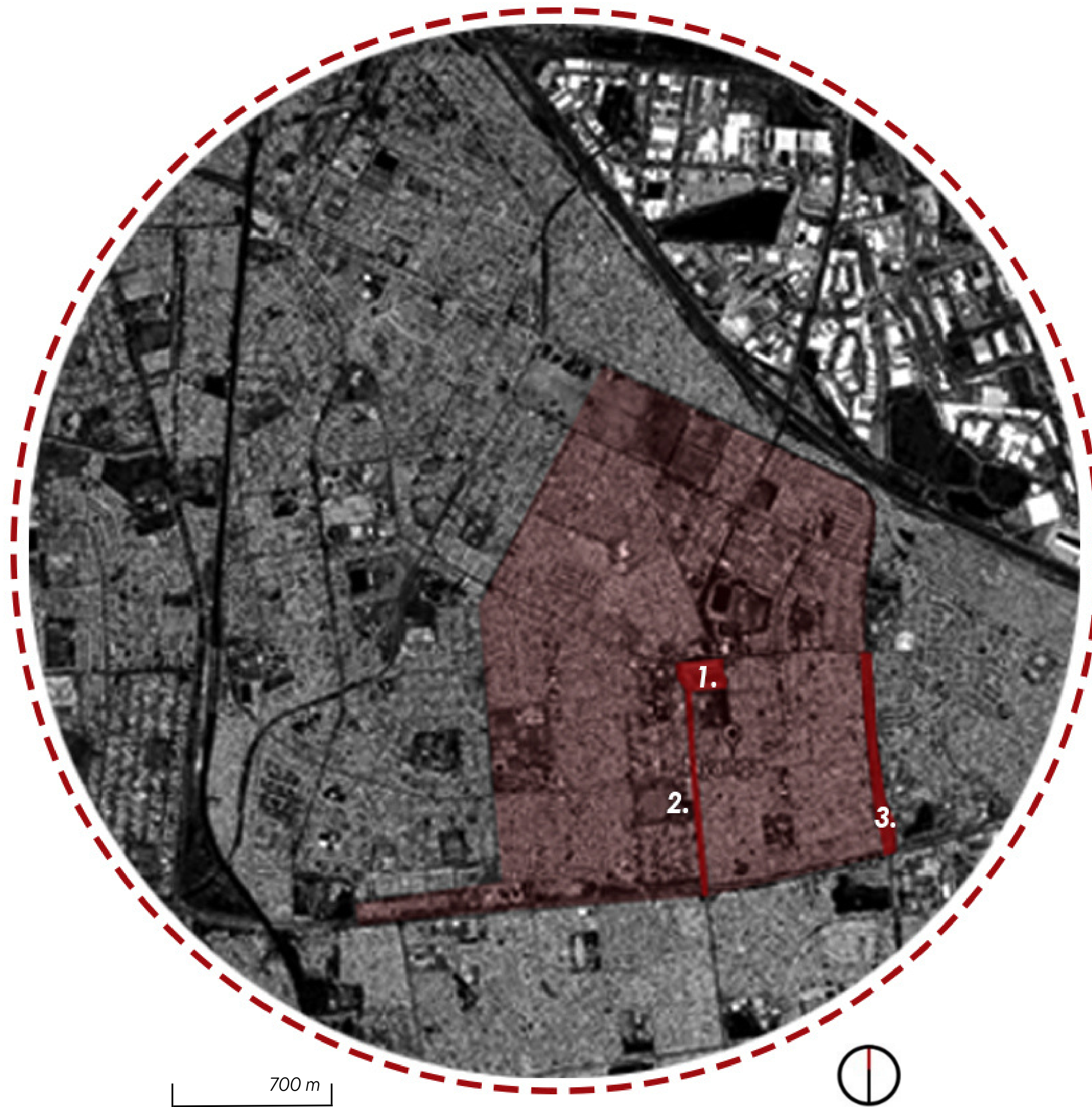
Dozens of protesters, mostly women, marched to Nyanga police station in Cape Town on Wednesday. Photo: Vincent Lali

Dozens of Nyanga residents, mostly women, marched to Nyanga police station on Wednesday to demand that police arrest violent criminals in the community. The group, led by women’s rights group Baphi Abafazi Movement (BAM), held a prayer service at the site where the body of a teenage girl was found in a wheelie bin on Sunday.

The murder and the recent rape and assault of another woman in Nyanga prompted members of Baphi Abafazi to get police to prioritise investigations into these cases.

Figure 4.2.1b: An article showing women marching to the police station to demand visible policing and CCTV cameras (Lali, 2022)

Baphi Abafazi Movement (BAM) is one of the only women organisations in Nyanga, but even so, very few women know about it.



**4.2.2 Crime hotspot sites**

Figure 4.2.2. is a map of the area under study and illustrates the locations of the three identified crime hotspots. All three of these hotspots are public spaces. This information is compiled from the Police Recorded Crime Statistics (RSA, 2021).

Figure 4.2.2: A map showing the locations of the three identified crime hotspots (Author's own adapted from Google Earth, August 2022)

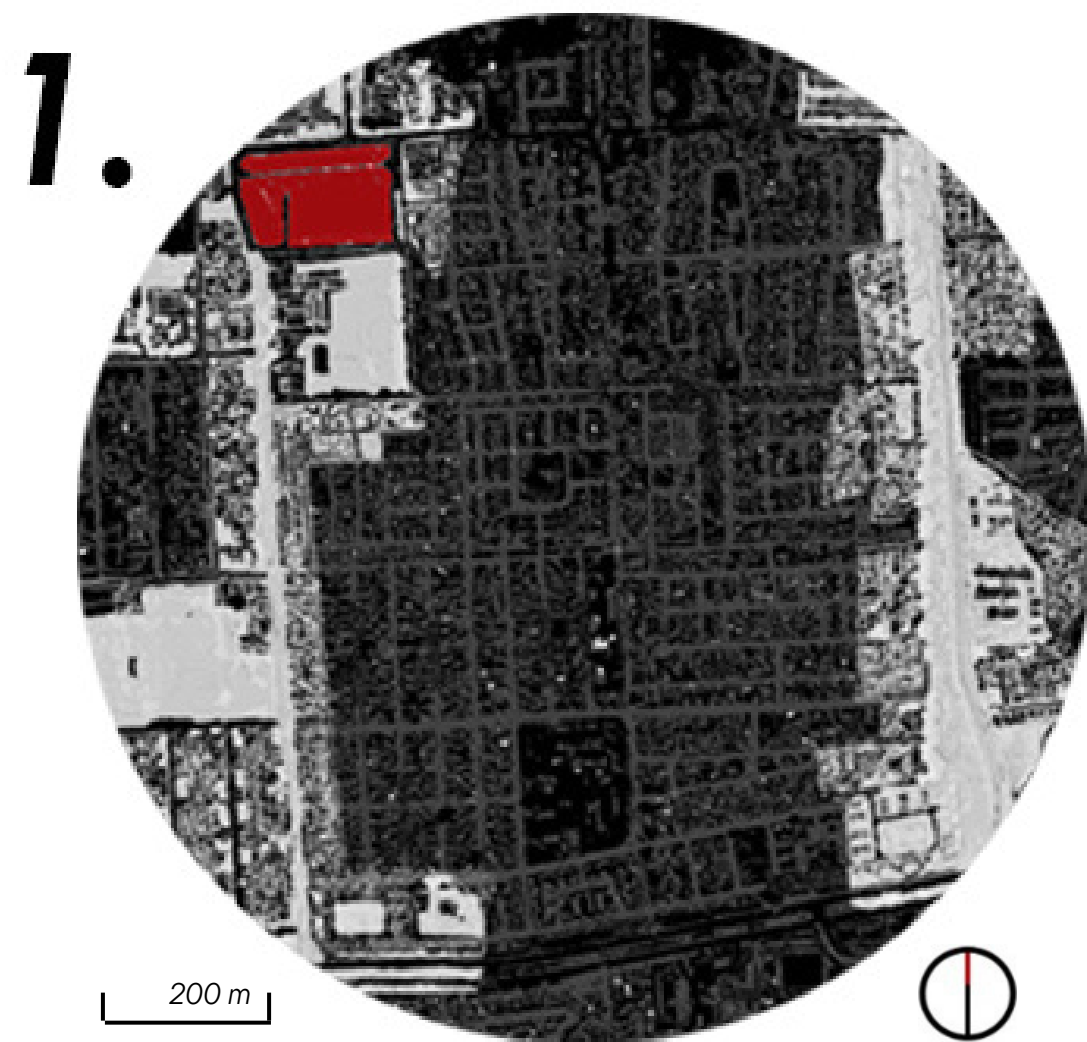


Figure 4.2.2a: A map showing the location of crime hotspot 1 (Author's own adapted from Google Earth, August 2022)

**Crime hotspot site 1:** Nyanga Taxi Interchange is the main public transport node accompanied by both informal retail activities (exercised mostly by women) and semi-formal retail activities such as liquor outlets and car services (exercised mostly by men).

Mapping out Nyanga's crime hotspots is important, as this exercise illustrates that the spatial planning of the area neglected to consider how pedestrians, traders and residents might use these public spaces, and how the surrounding built form and land use activities inform a sense of safety. Instead, these public spaces serve to reinforce preconceived gender roles, as argued in Chapter 2, section 2.2.1 above. These gender roles are shaped by cultural, economic and social norms that play an important role in structuring and designing the unequal realities of the urban

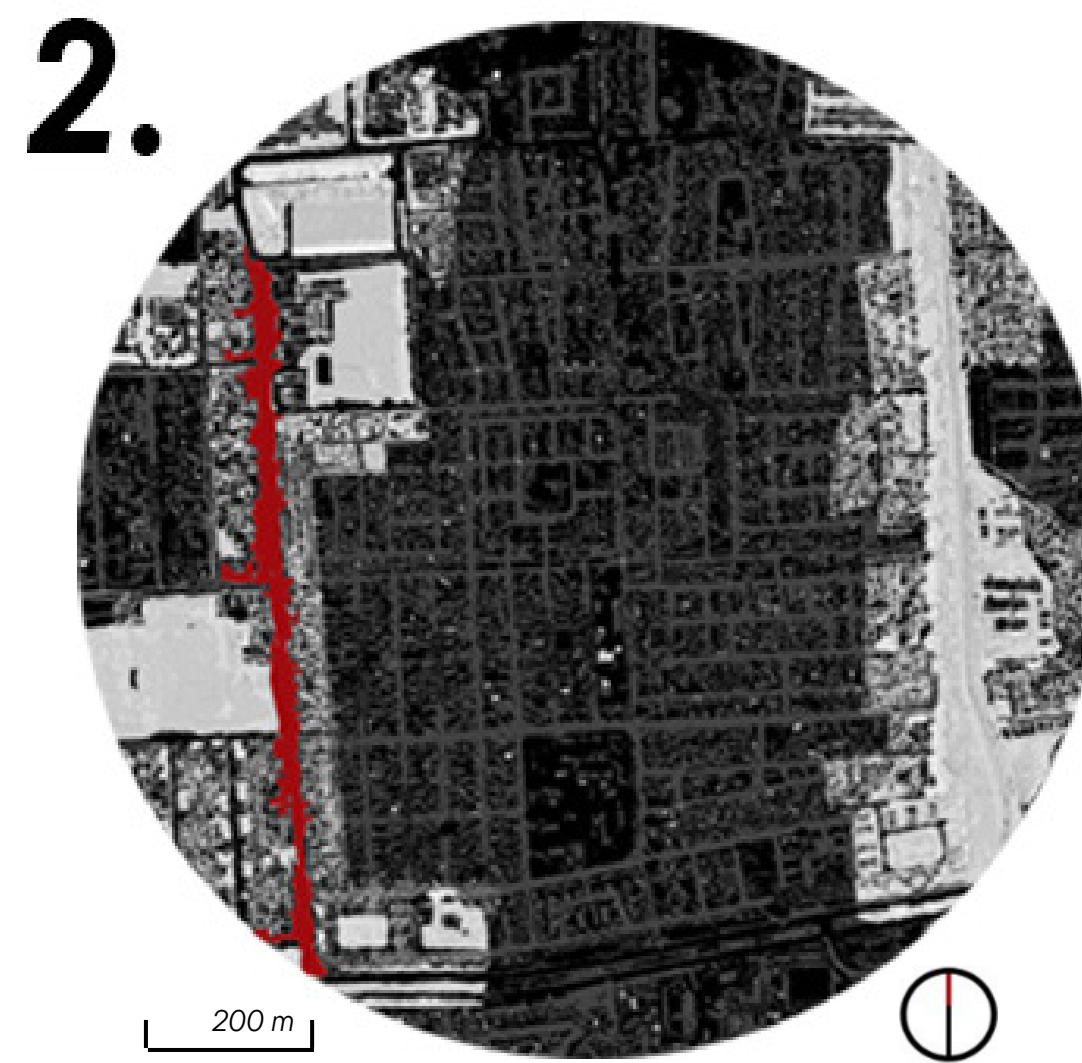


Figure 4.2.2b: A map showing the location of crime hotspot 2 (Author's own adapted from Google Earth, August 2022)

**Crime hotspot site 2:** Emms Drive serves as the main north-south arterial route through Nyanga that connects Philippi to the N2 freeway, and it is used by pedestrians and vehicles. Emms Drive is, however, the most dangerous road for pedestrians who walk to the taxi rank on a daily basis (Mbekeni, 2021: 28).

environment (Mahadevia and Lathia, 2019). Thus, and in what is argued in the gender-planning literature described above, public spaces in Nyanga fail to foster gender awareness, knowledge and skills amongst both women and men by encouraging both to claim equal gratification of justice for the purpose of benefitting from a safer urban environment.

The following sections will present the analysis of the research findings for each crime hotspot site. This will help us to understand what, exactly, limits women

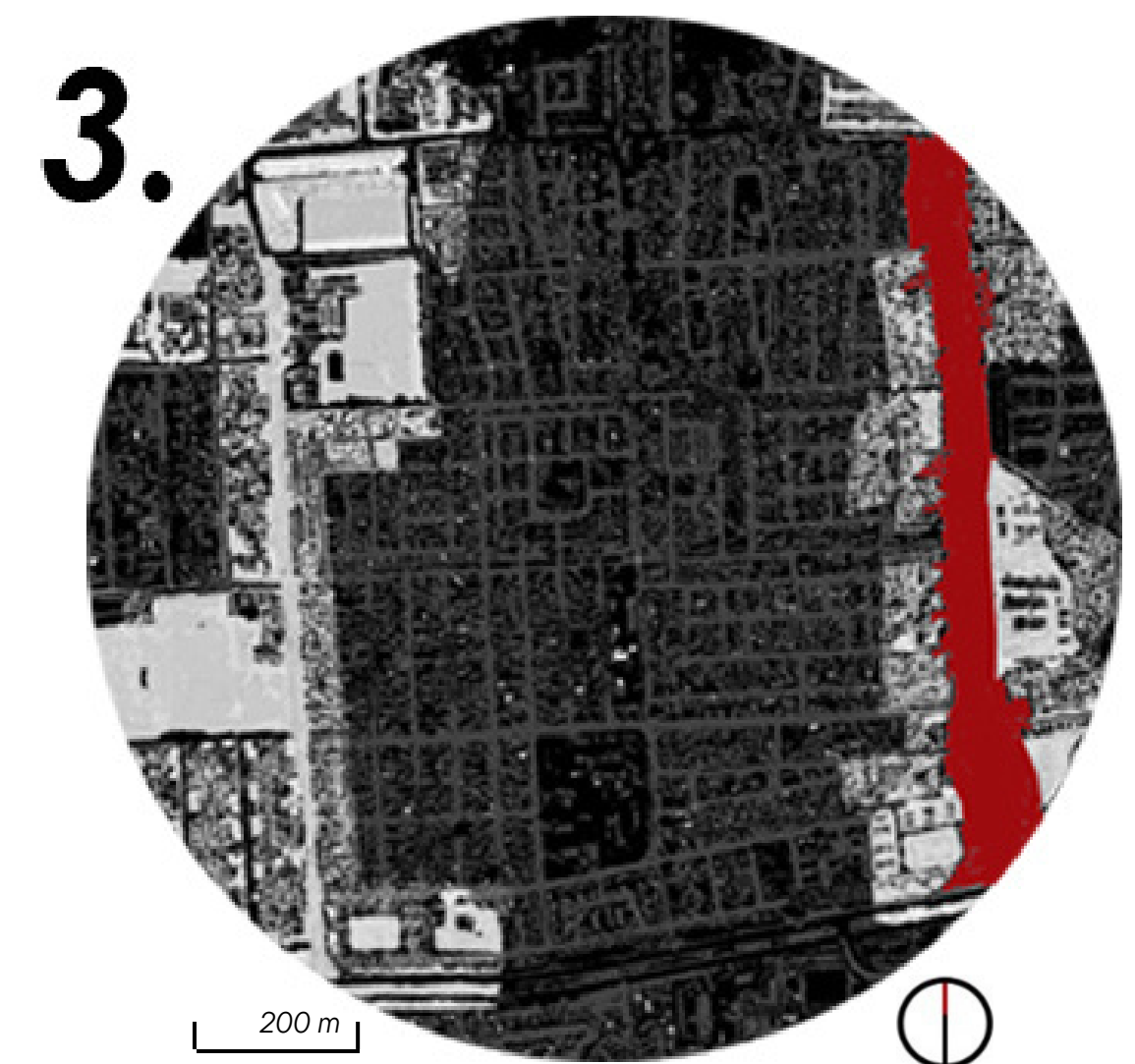


Figure 4.2.2c: A map showing the location of crime hotspot 3 (Author's own adapted from Google Earth, August 2022)

**Crime hotspot site 3:** New Eisleben Road is the road between an empty undermaintained piece of land and a row of houses with an adjacent pedestrian path. The lack of activity, lighting and surveillance along New Eisleben Road makes people, particularly women, feel exposed, vulnerable and unsafe.

from comfortably experiencing the urban environment in Nyanga (Wieringa, 1994). Themes derived from the fieldwork were used to undertake the analysis. These themes include analysing: open spaces and trees, activity nodes, paths and the role of minibus taxis.

## 4.2.3 Research participants

### Researcher (interviewer)



**Tiisetso Mofokeng**

*Figure 4.2.3a: Researcher: Tiisetso (Author's own adapted from Canva, August 2022)*

The first three participants were female residents of Nyanga aged between 18 and 21 years old; a resident, in her 30s, and a mother to young children. The fifth participant was in her early 50s with children and grandchildren.

The final participant was the social facilitator at People's Environmental Planning (PEP). She provided me with insights into what the

### Interviewees: Local Residents



**Nolubabalo**

Kutuka  
(early 50s)

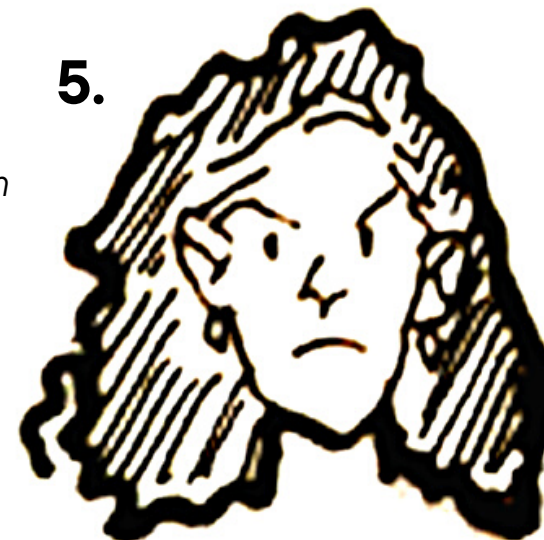
*Figure 4.2.3b: Research Participant 1: Nolubabalo (Author's own adapted from Canva, August 2022)*



**Sharleen**

Lambrects  
(aged 18-21)

*Figure 4.2.3d: Research Participant 3: Sharleen (Author's own adapted from Canva, August 2022)*



**Vathiswa**

(aged 30-40)

*Figure 4.2.3f: Research Participant 5: Vathiswa (Author's own adapted from Canva, August 2022)*



**Khanyisile**

Tafeni  
(aged 18-21)

*Figure 4.2.3c: Research Participant 2: Khanyisile (Author's own adapted from Canva, August 2022)*



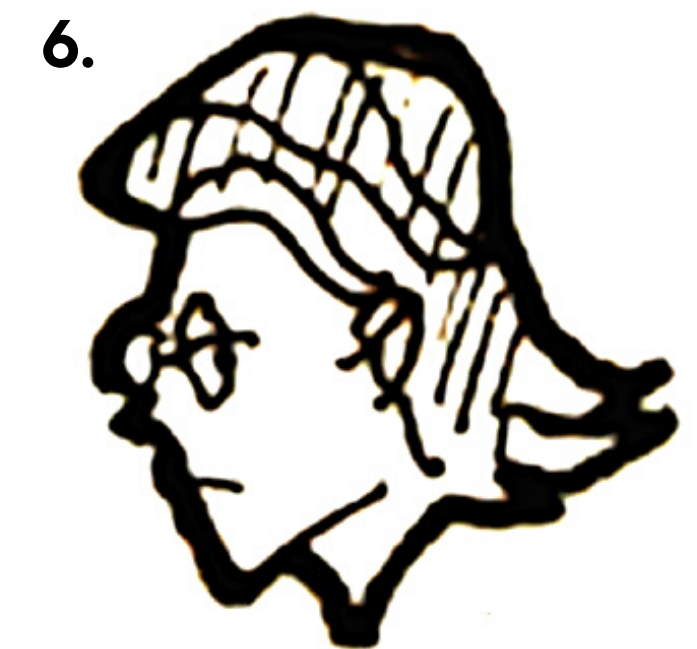
**Buhle**

George  
(aged 18-21)

*Figure 4.2.3e: Research Participant 4: Buhle (Author's own adapted from Canva, August 2022)*

### Interviewee: NGO

#### (People's Environmental Planning)



**Dolly Fanaphi**

*Figure 4.2.3g: Research Participant 6: Dolly (Author's own adapted from Canva, August 2022)*

non-government organisation (NGO) does and what projects PEP facilitates in order to tackle ongoing social and spatial issues in Cape Town.

PEP was established in 1998 and is known for providing technical housing assistance to homeless people in South Africa and ensuring that communities in informal settlement benefit from the environment and city planning practices (PEP, 2012).

### 4.3 Individual Site Analysis

#### 4.3.1 Site 1: Nyanga Taxi Interchange (NTI) analysis

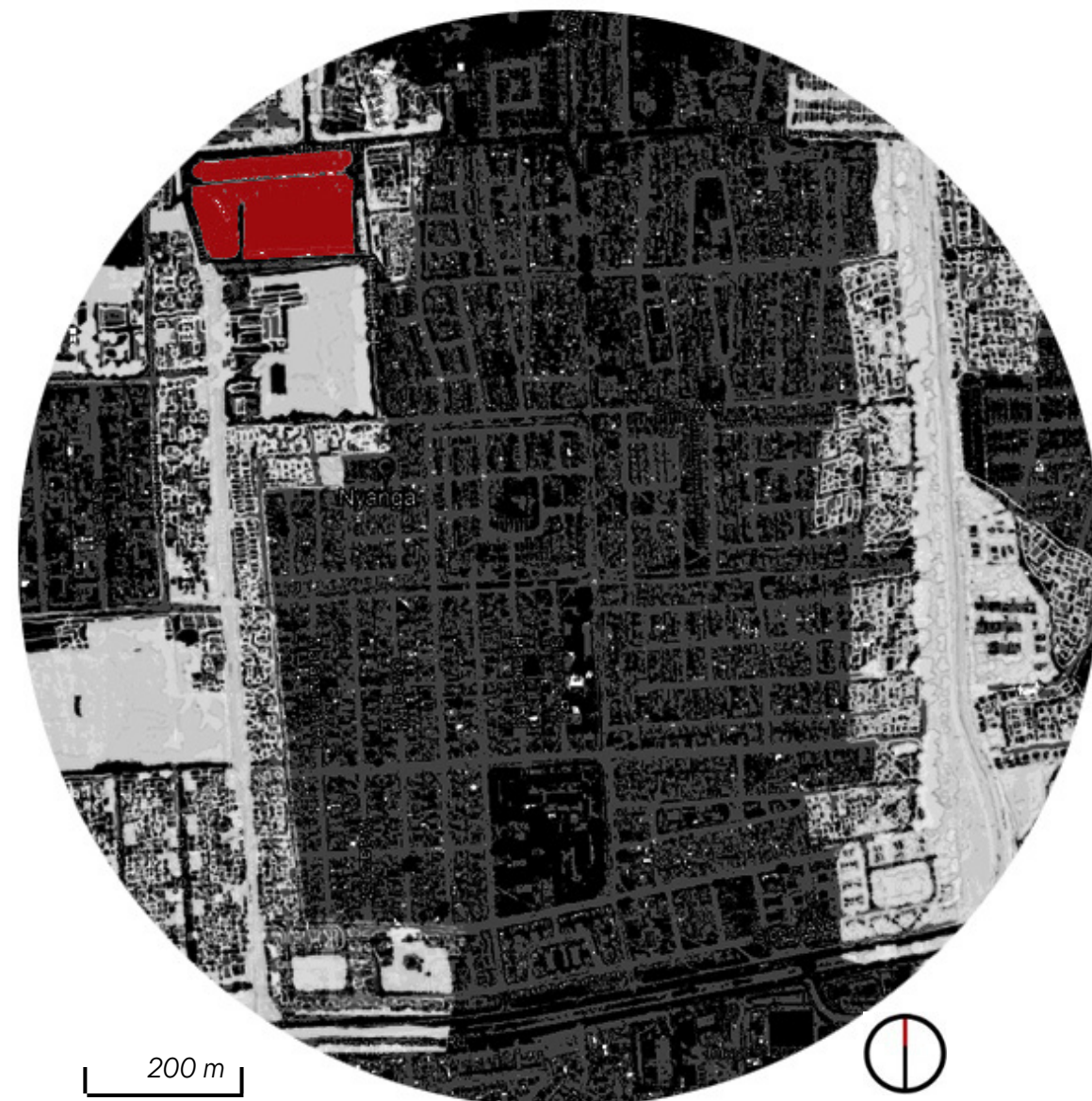


Figure 4.3.1: A map showing the location of the Nyanga Taxi Interchange (Author's own adapted from Google Earth, August 2022)

##### 4.3.1.1 Open spaces and trees

**Nolubabalo** (in her early 50s) described the **Nyanga Taxi Interchange as:**

*[Not safe; it is a place where the robberies occur but not as much as on Emms Drive. Nyanga Taxi Interchange (NTI) is always full of commuters and people hang around that area because of the many activities happening there especially in mornings and during the day.]*

(Nolubabalo, 6 August 2022)

Nolubabalo noted that undermaintained open spaces and trees (as highlighted in the adjacent figures) are problematic in this public space, since trees obscure visibility.

*[We can't see.]*

(Nolubabalo, 6 August 2022)

*"The only time I walk is obviously in the morning so obviously I would like the trees to be gone because obviously I'm going to feel unsafe thinking is there someone around the tree or something."*

(Buhle, 6 August 2022)

*[We want trees, but we also want renovations!]*  
(passionate/upset voice)

(Vathiswa, 6 August 2022)

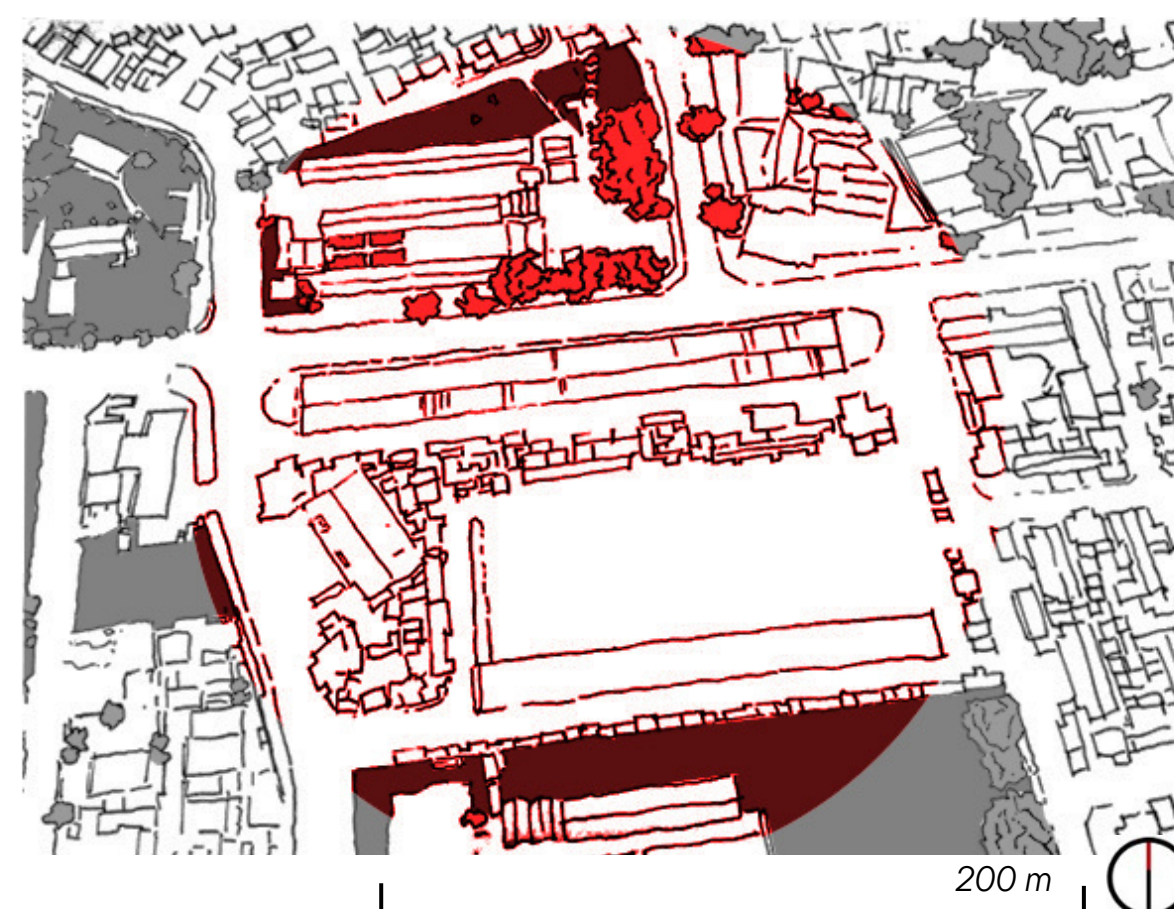


Figure 4.3.1a: A map highlighting the existing open spaces and trees in plan view (Author's own adapted from Google Earth, August 2022)

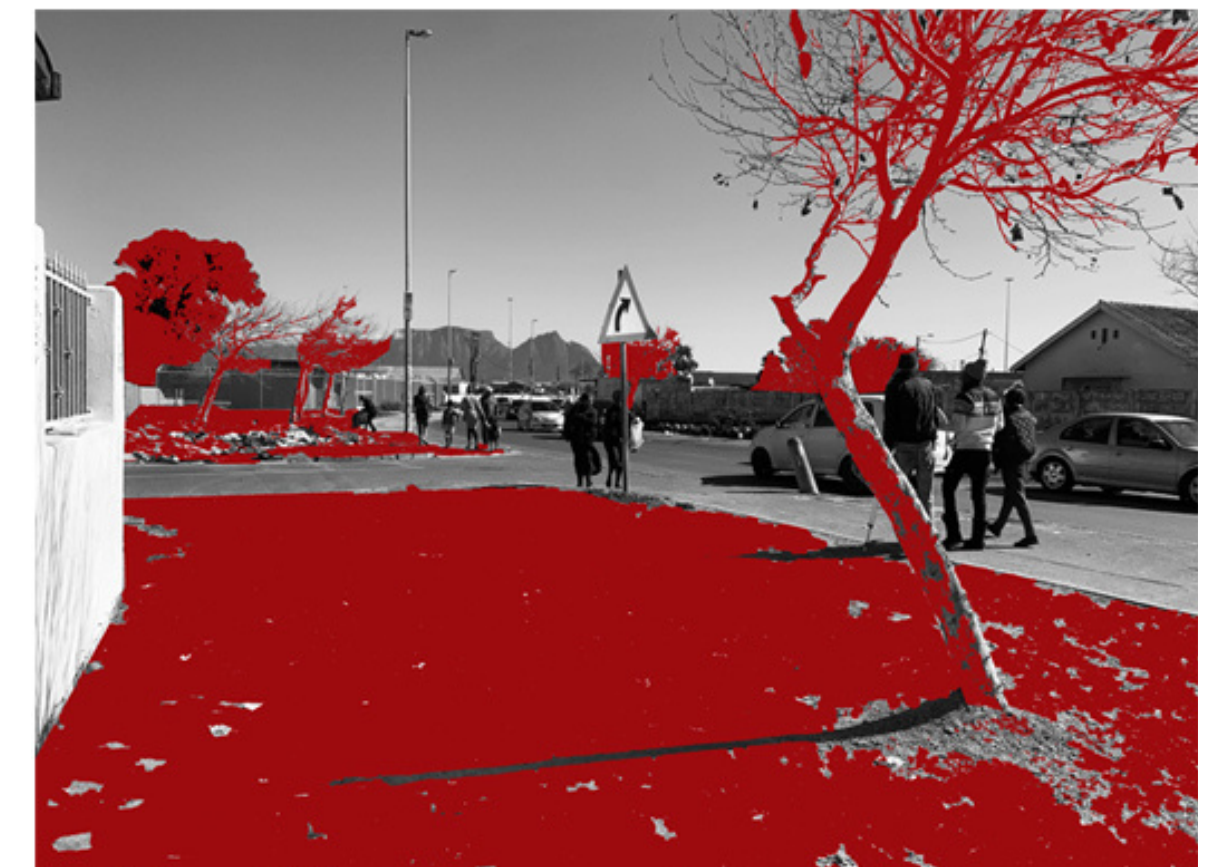


Figure 4.3.1b: Open spaces and trees around the NTI and Shell garage (Author's own, August 2022)



Figure 4.3.1c: Trees around the NTI and along Sithandatu Ave (Author's own, August 2022)



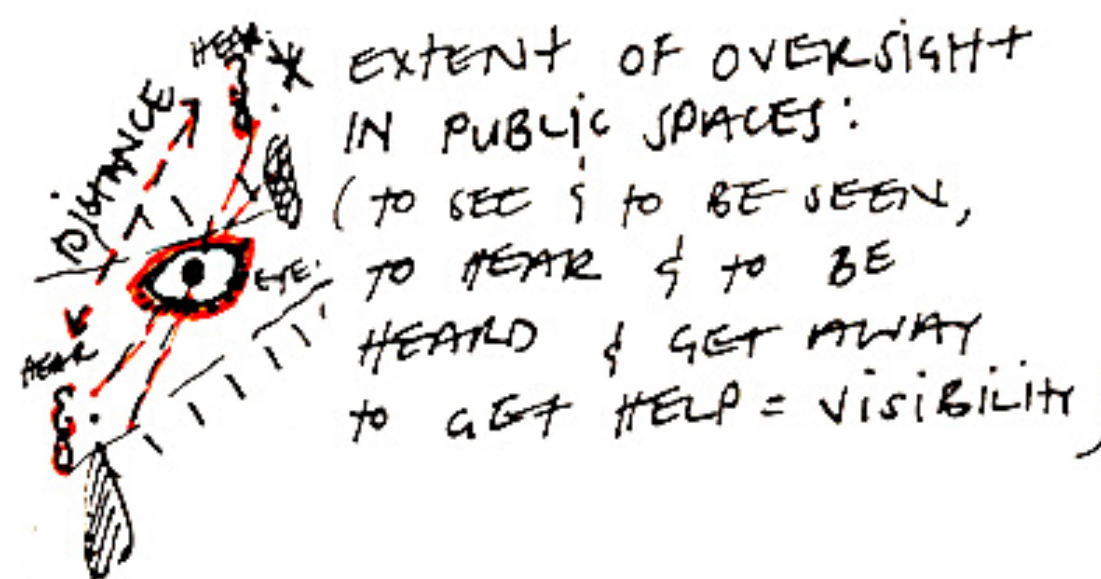
Figure 4.3.1d: Trees around the NTI and along Emms Drive (Author's own, August 2022)

Nolubabalo appeared sad and anxious when mentioning that trees should be removed in and around the Nyanga Taxi Interchange (NTI). She mentioned that "robbers hide behind tree trunks and attack you as soon as you are close enough". She emphasised that "it is even worse when you have just bought groceries because then they take all the stuff you have bought for the house". This suggests that older women are not accommodated in NTI. For Siragusa et al. (2016: 20), activities relating to physical needs—including accessibility, the cleanliness of public utilities, and the visibility within urban environments—should always be considered when seeking a gender-sensitive approach to planning (see 2.3.3). My research findings demonstrate the lack of such consideration.

While Nolubabalo felt insecure as a result of the landscaping found around NTI, professional landscape architects, including Jacobs (1985: 49), are of the opinion that a well maintained landscape should contribute to the urban environment's safety (see 2.3.2). Jacobs (ibid) goes on to argue that trees and other forms of

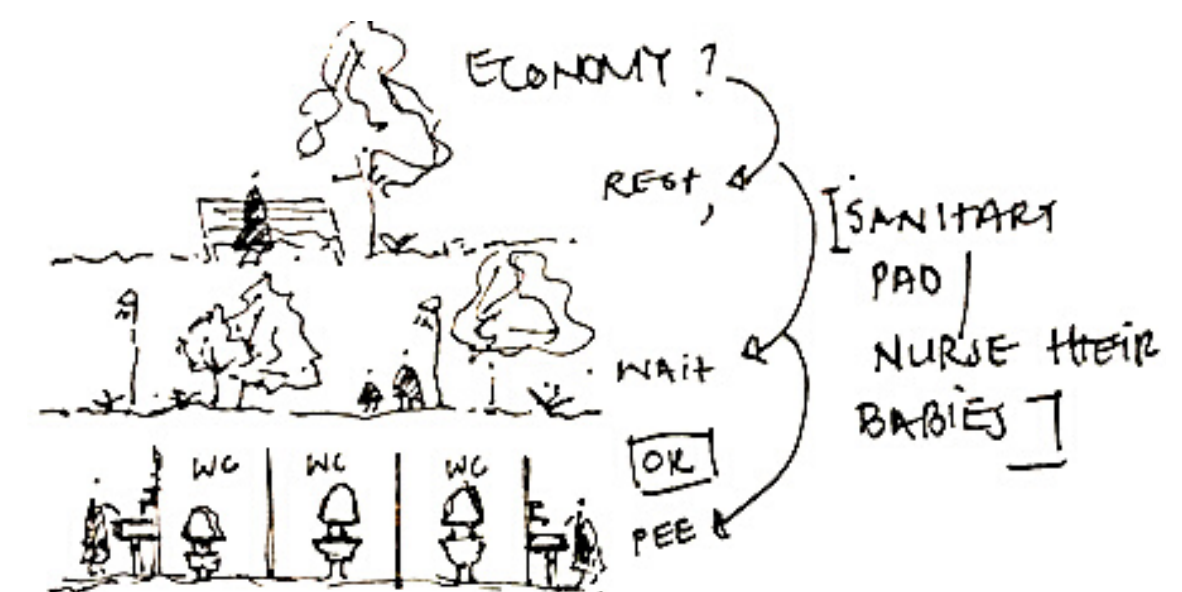


landscaping should not obstruct visibility, signages, the legibility of an urban precinct, and users' abilities to navigate the environment. Poorly maintained landscaping leads only to an avoidance of using these public spaces (Jacobs, 1985: 68). Thus, the importance of promoting a well-maintained landscape in NTI cannot be underestimated. This also links to what Van den Berg (2022) mentions about feminist scholars' engagement with "more-than-human worlds", in which well-maintained landscapes serve to nourish a sense of wellbeing (see 2.2.2). This sense of wellbeing is further enabled by centring the voices of the marginalised and actively silenced (Van den Berg, 2022). Thus, Nolubabalo's voice and concerns should not be silenced. Rather, new processes of maintaining the landscaping around NTI should be sought. Such processes should also include the voices of marginalised groups, since such voices are often rich and deep and have the ability to change the world (Van den Berg and Rezvani, 2022, see 2.2.2).



Yet, the majority of women in Nyanga appear to be excluded from planning decision-making processes. They are also excluded from the patriarchal urban social structure, thereby resulting in an urban environment that reflects male-orientated outcomes of how the city is accessed, navigated and how safety is perceived (Kaur, 2020).

This can make one feel unsafe to a point where one avoids the public space altogether, or where one visits the public space only when it is absolutely necessary to do so, as noted by Schoberleitner (2021) (see 2.3.1). The feeling of fear and anxiety can also limit one from accessing certain parts of the urban environment (Mahadevia and Lathia, 2019) (see 2.3.1). By taking the feelings and emotions of the users into consideration and involving women in spatial planning processes, then, as argued by Jackson and Gray (2010), the users' feelings and emotions could operate as problem-solving tools that help residents and navigators protect themselves from victimisation (see 2.3.2).



### 4.3.1.2 Activity nodes, paths and taxis



Figure 4.3.1.2a: A map highlighting the existing activity nodes in plan view (Author's own adapted from Google Earth, August 2022)

"You do hear like random gunshots; random robberies. The only time you can tell that, okay, you safe is when you actually reach the Shell garage; there's people around and then maybe you find one or two people to walk with."

"I walk in groups. [Interviewer: From school?] from school and to school."

"Not that they are unsafe, 'cause during the day there's always people or cars passing so if anything would happen people would see."

(Buhle, 6 August 2022)

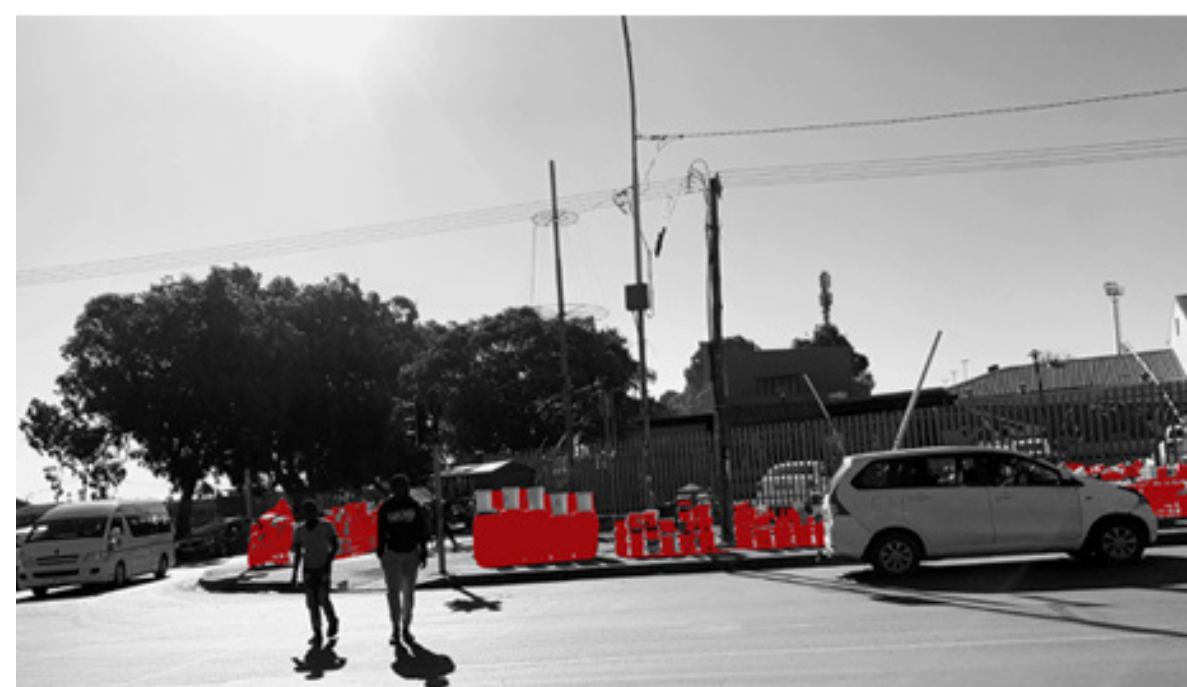


Figure 4.3.1.2b: Informal trading along Sithandatu Ave (Author's own, August 2022)



Figure 4.3.1.2c: Informal trading within the NTI (Author's own, August 2022)

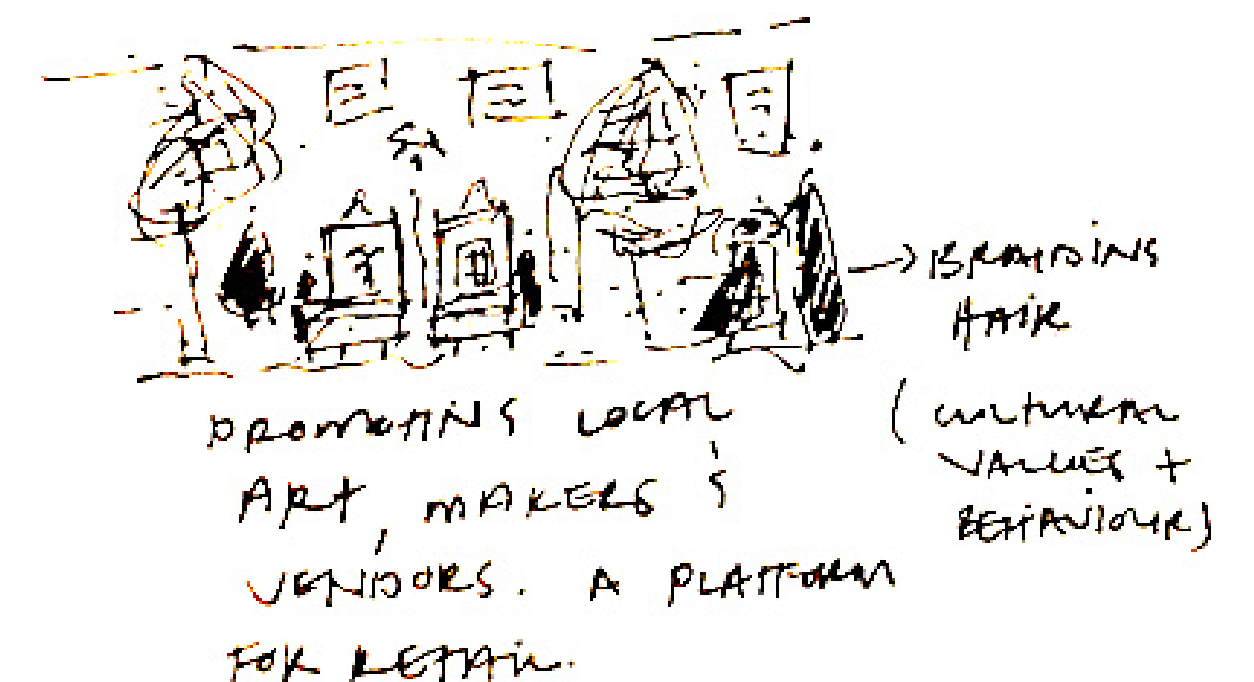


Figure 4.3.1.2d: Informal trading between the NTI and Sithandatu Ave (Author's own, August 2022)



Figure 4.3.1.2e: Informal trading designated space within NTI (Author's own, August 2022)

Buhle is a young woman who felt that the public spaces in Nyanga were not safe (see above comments). Siragusa et al. (2016: 20) mention that public spaces with good street lighting, a mix of land uses that promote informal surveillance and women-friendly public spaces encourage young people to spend time outside in spaces without parental control (see 2.3.3). These spaces tend to be safe havens where young people contribute to the activeness and usage of such spaces and add an element of 'eyes on the street'. This supports Madanipour's (2010: 4) argument that a lack of interest in public spaces results in public spaces that are less personal and barely used unless necessary. Such public spaces then become less engaging spaces, as well as unsafe spaces for women (Madanipour, 2010: 6) (see 2.2.2). This is evident in comments by the interviewees:



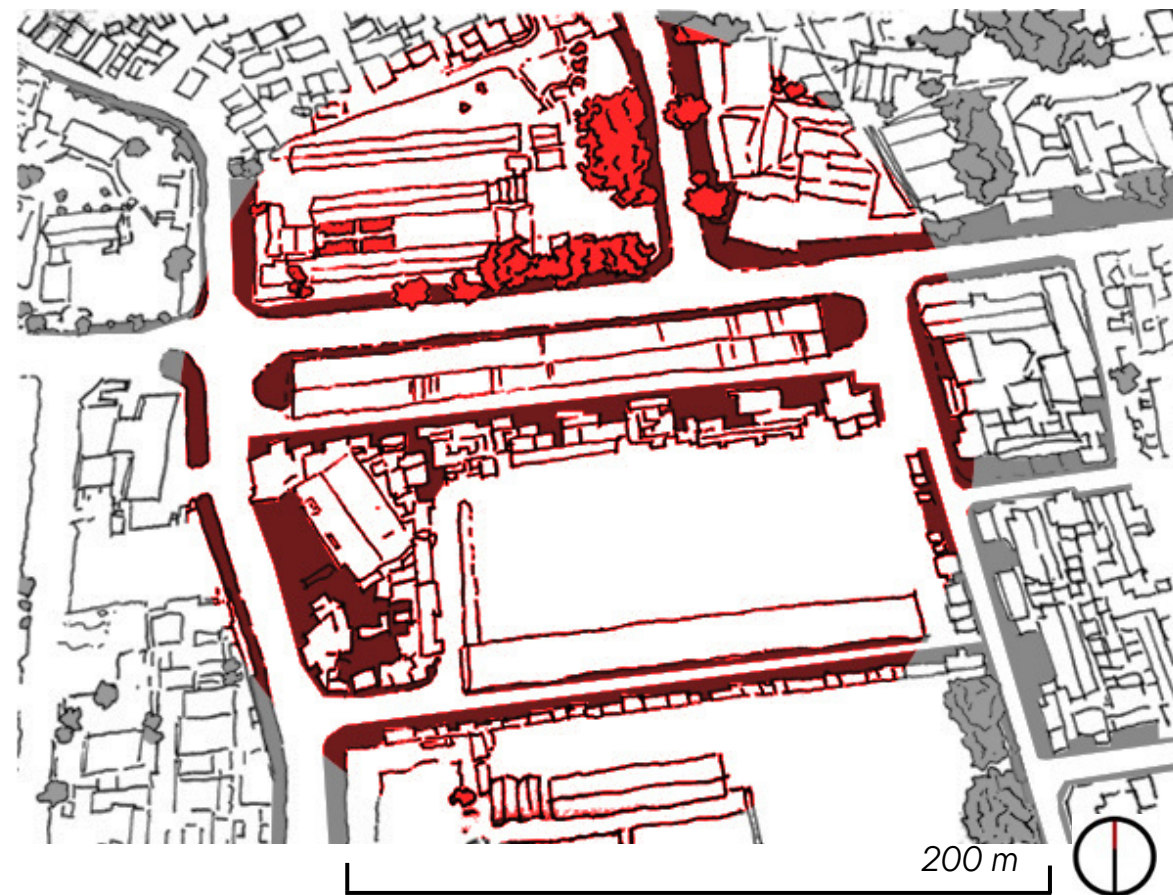


Figure 4.3.12f: A map highlighting the existing pedestrian paths in plan view (Author's own adapted from Google Earth, August 2022)

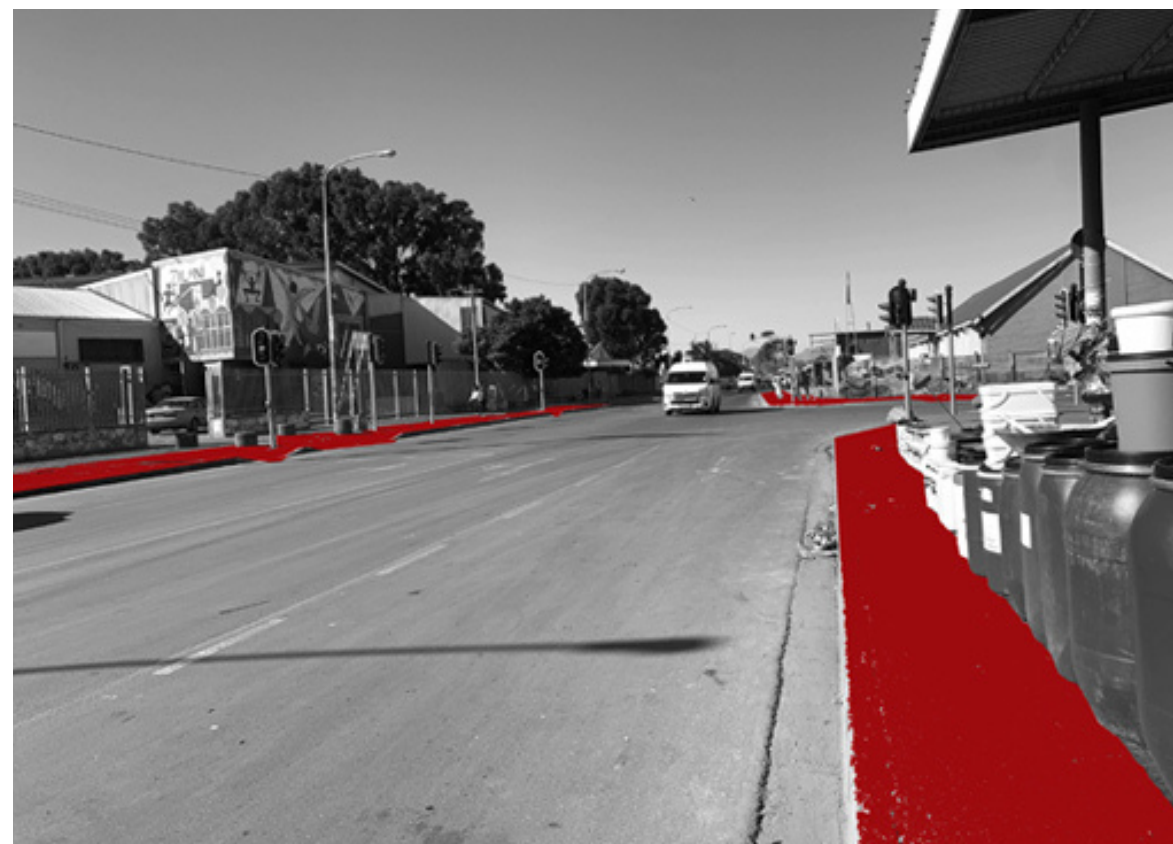


Figure 4.3.12g: Pedestrian paths along Sithandatu Ave (Author's own, August 2022)



Figure 4.3.12h: Pedestrian paths along Great Dutch Str (Author's own, August 2022)

"I am not usually outside because it is dangerous. I also walk alone to the [taxi] rank because I catch a taxi to school in the mornings and have no one to walk with. And as much as it is active around the rank, with taxis you never know what's going to happen next. There is always something wrong that is going to happen that side, like a random shooting or robbery."

(Khanyisile, 6 August 2022)

"During the time I walk is xan'siye'skolwene, (when I go to school, in isiXhosa) so around quarter past six". [Interviewer: Do you walk to school?] "Hmm hmm (in disagreement) I walk to the rank". ...It's not safe at all... "Cause at around six to seven it's still dark so obviously when you're walking in the dark you constantly look back to check if no one's following you around."

"Walking? No but even the taxis are not safe when you inside one."

(Buhle, 6 August 2022)

These two interviewees both take the taxi to school, and both have to walk to the taxi rank in the mornings. Buhle felt safer where there were activities along the route and within the taxi rank itself, whereas Khanyisile did not feel safe at all despite the activities happening in and around NTI. This confirms Kaur's (2020: 107) argument that a "one size fits all" approach cannot be a reliable

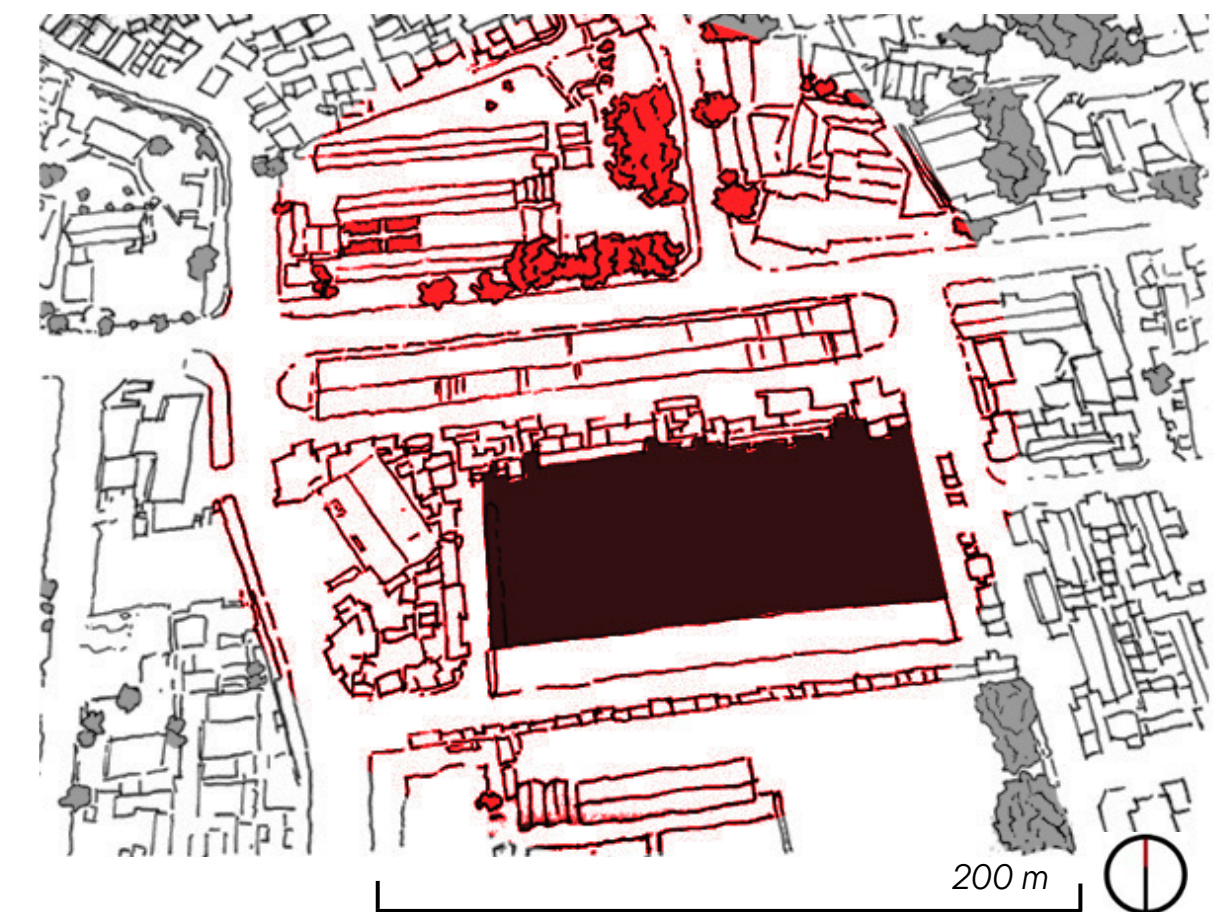


Figure 4.3.12i: A map highlighting the existing taxi rank in plan view (Author's own adapted from Google Earth, August 2022)



Figure 4.3.12j: Nyanga Taxi Interchange (NTI taxi rank) (Author's own, August 2022)

measure when it comes to safety and gender gaps in planning (see 2.2.2). Some women, like Buhle and Nolubabalo, felt safer where there was movement and activity (see 4.3.1.1). They also felt safer in the presence of other women, especially around informal retail spaces where the "ownership" of urban spaces by women allows for safer urban environments

(see 2.3.2). Activities and a variety of land uses are some of the factors that enable safer communities. However, Khanyisile's fear and uneasiness could stem from where she resides versus where she catches the taxi to go to school. It could also stem from how early she travels to school, and the fact that streets and public spaces are less populated early in the morning and late at night, as argued by Viswanath and Mehrotra (2007) (see 2.3.2).

However, some of the research findings debunk arguments presented in the literature, such as, for example, the suggestion that there are levels to women's safety. The reason for this inaccuracy is that most of the gender and feminist planning literature is based on global North where conditions are different from Southern contexts. This finding, in itself, alerts us to the importance of context when undertaking planning research and establishing recommendations. Nonetheless, my research findings confirm that studies are correct in highlighting that many women feel more comfortable at bus stops and in spaces where familiar vendors are selling household items, but they feel uncomfortable in male-dominated spaces such as liquor and cigarette shops, taxi ranks, certain street corners and parks with

car wash areas and drinking spots (Viswanath and Mehrotra, 2007) (see 2.3.2).

Furthermore, due to the fact that formal and informal retail activities are sited at/near the main transport node, this begins to create public spaces that play many roles in the urban environment, such as being the common ground where a variety of people are able to carry out functional and ritual activities (Galanakis, 2002: 2), thereby building a sense of civic identity, culture and community (see 2.4.2). In addition, these spaces also carry combinations of past and present collective life experiences, meanings and shared perceptions of the city.

Public spaces that enable a civic identity, culture, a sense of community, collective memory, meanings and shared perceptions equally enable connections between equality and equity that, in turn, allows most members of the society to feel welcome in the public realm. Residents, traders and commuters who use these spaces are thus able to exercise their rights and enjoy the urban environment without being restricted by any social status nor monetary status (Garau, 2014) (see 2.4.2).

But it is to this end that we see that although the NTI accommodates both men and women to a certain extent, women who commute on a daily basis still feel unsafe and end up only occupying and navigating the space because of necessity (Gehl, 2011) (see 2.4.3).



Figure 4.3.1.2k: A map highlighting the existing movement routes in plan view (Author's own adapted from Google Earth, August 2022)

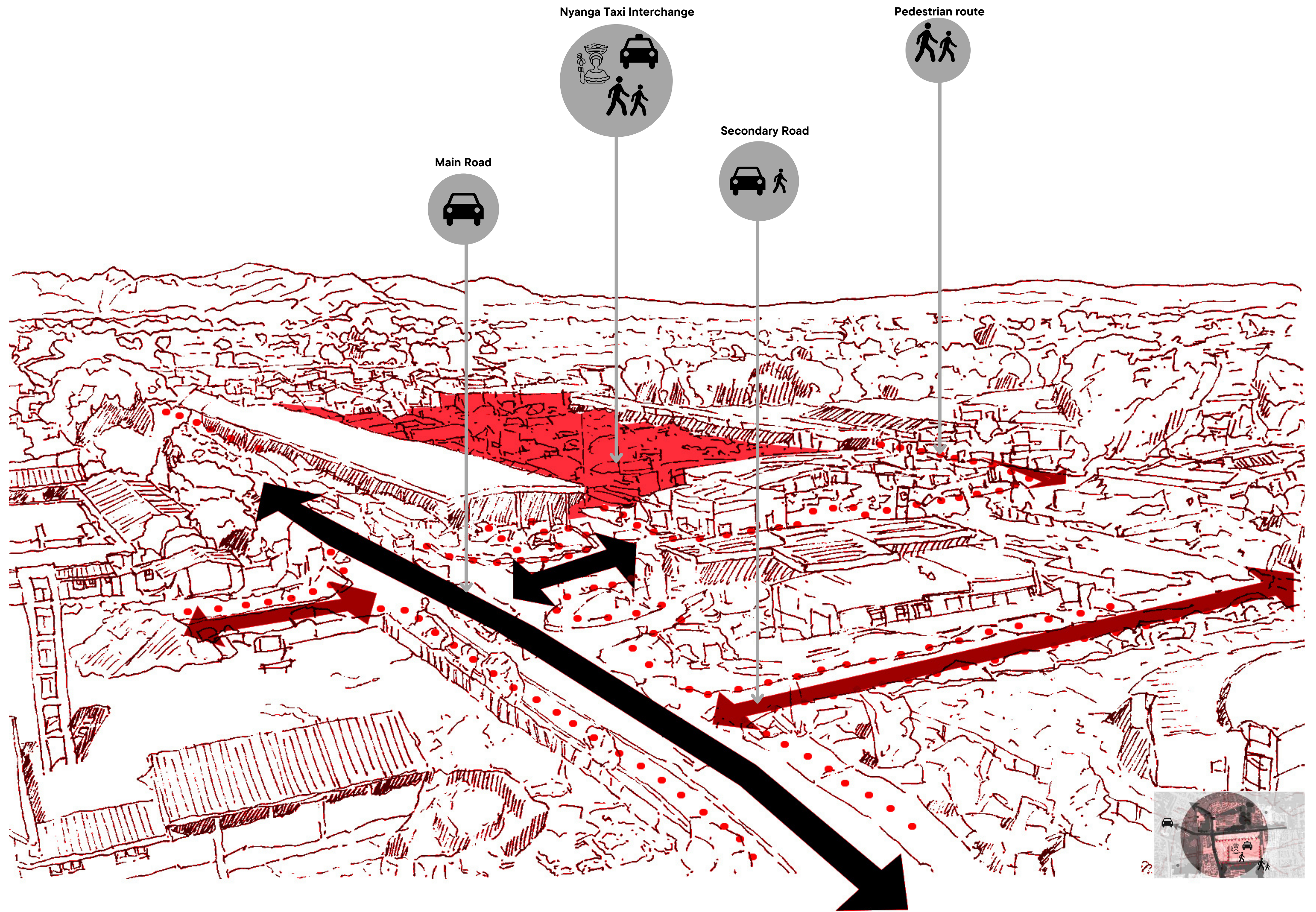


Figure 4.3.1.2: A 3D illustration map highlighting the existing movement routes in the Nyanga Taxi Interchange (Author's own adapted from Google Earth, August 2022)

### 4.3.2 Site 2: Emms Drive analysis

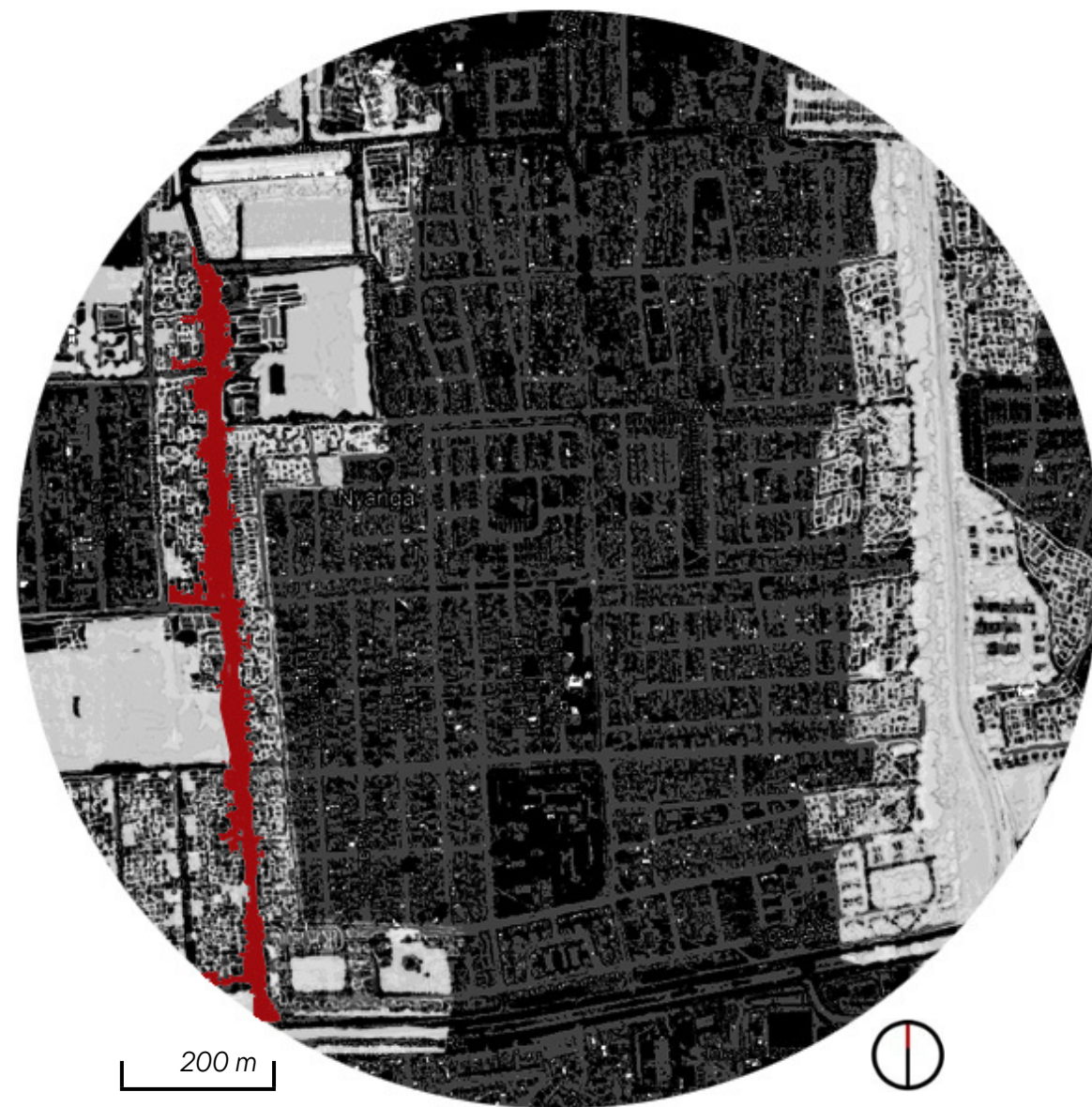


Figure 4.3.2: A map showing the location of Emms Drive (Authors own adapted from Google Earth, 2022)

#### 4.3.2.1 Open spaces and trees

**Nolubabalo** described **Emms Drive** as:

*[Not safe; it is also a place where the majority of robberies occur and one place where you always have to walk in groups. Emms Drive is a place of robbers. Here people also hide themselves behind trees, sit on street benches and wait to attack us. They also rob Ubers and we are always hearing gunshots coming from Emms Drive side. It is scary to live here.]*

*[Open spaces are used as dumping areas; they dump everything there, even peoples' bodies. Robberies also happen in these open spaces*



Figure 4.3.2.1a: A map highlighting the existing open spaces and trees in plan view (Author's own adapted from Google Earth, August 2022)

*because they are often enclosed and very scary. No one ever goes to these spaces.]*

(Nolubabalo, 6 August 2022)



Figure 4.3.2.1b: Open spaces and trees between buildings along Emms Drive (Author's own, August 2022)

The analysis of Emms Drive, as seen in figures 4.3.2.1b—4.3.2.1c, begins to show the area's level of vulnerability (see 2.3.4). This level of vulnerability is a result of a lack of a clear accessibility, legibility, and an urban fabric that fails to engage with the street via basic placemaking principles (Papa, 2012). In addition, crimes such as robberies and illegal dumping in the public spaces along Emms Drive happen because of a lack of population movement and population concentration which ties back to the concept of 'eyes on the street' and natural/informal surveillance (Kumari, 2013: 3) (see 2.3.4). Women often avoid such urban areas—especially during the early hours of the morning or at night—because they feel vulnerable in such spaces. As a consequence, fewer residents, commuters or visitors to the neighbourhood use Emms Drive, thereby perpetuating the abandoned and vulnerable feeling of Emms Drive. Of further concern, Emms Drive is not maintained which leads to access points becoming more unclear, while physical barriers are vandalised (Papa, 2012) (see 2.3.4).



Figure 4.3.2.1c: Quality of open spaces and trees along Emms Drive (Author's own, August 2022)

### 4.3.2.2 Roads and paths

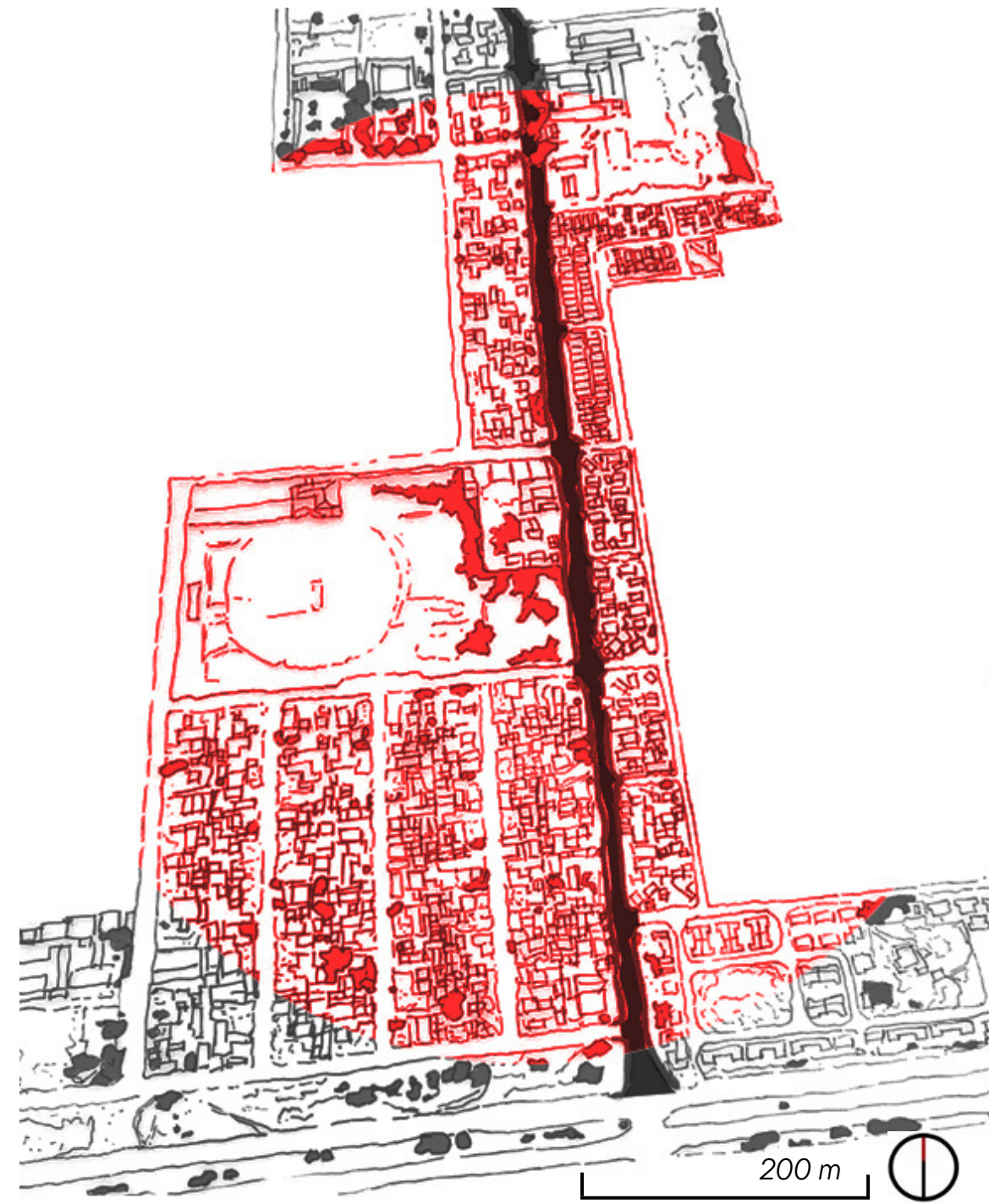


Figure 4.3.2.2a: A map highlighting the road of Emms Drive in plan view (Author's own adapted from Google Earth, August 2022)

*[The potholes on the roads are a problem. Robbers wait for us to slow down then hijack us. We are easily targeted as women drivers, with all these potholes.]*

(Nolubabalo, 6 August 2022)



Figure 4.3.2.2b: Road along Maphindi's Butchery on Emms Drive (Authors own, 2022)



Figure 4.3.2.2c: Emms Drive quality of the road (Author's own, August 2022)

Women who drive also fear being out alone, especially at night. Nolubabalo speaks of women being victims even when driving. This echoes the concept of appropriate public infrastructure where Siragusa et al. (2016) mentions that if there is a lack of good governance and management of urban environments, which is often the case in black and coloured townships in Cape Town, then there is little incentive to nurture a better quality of life for all (see 2.4.2). Members of the community need to feel safe in their own neighbourhoods, and accomplishing this need begins with better maintenance of Emms Drive (see 2.4.2).

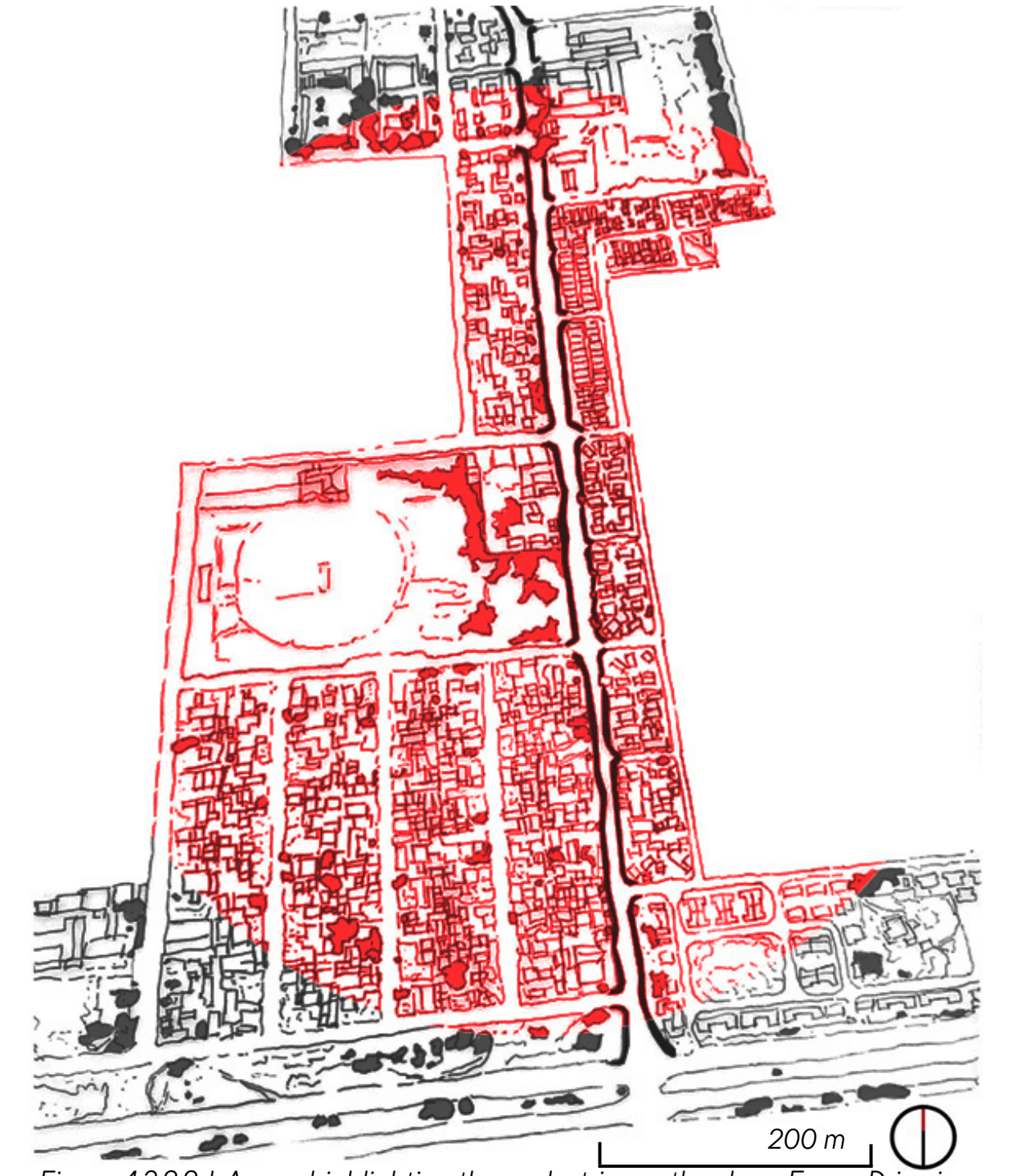


Figure 4.3.2.2d: A map highlighting the pedestrian paths along Emms Drive in plan view (Author's own adapted from Google Earth, August 2022)



Figure 4.3.2.2e: Quality of pedestrian paths along Emms Drive (Author's own, August 2022)



Figure 4.3.2.2f: Quality and use of pedestrian paths along Emms Drive and in front of Maphindi's Butchery (Author's own, August 2022)

In addition to improving the maintenance of Emms Drive, encouraging population movement and population concentration on the streets can enhance safety by reducing insecurity while increasing natural surveillance. Mixed and diverse land uses that allow for everyone to feel welcome—including children, the elderly and women—are sought. At present, however, users of the street feel restricted from entering the public spaces along Emms Drive, and they feel unsafe to walk or drive alone along Emms Drive. Siragusa et al. (2016) argue that good governance and management of urban spaces can help alleviate these types of fears (see 2.4.3). Emms Drive could attract large foot traffic because it connects the main road with secondary roads leading to people's homes, thereby 'reducing perceptions of insecurity' (Siragusa et al., 2016: 18) (see 2.4.3).

However, as Garcia-Ramon et al. (2004) argued that redesigning public spaces does not solve gender and social inequalities, it could help in reducing social exclusion and encouraging social interactions (see 2.4.3). Moreover, if women's voices are included in planning processes, as argued earlier in the chapter, such inclusionary practices empower women to claim their place in the urban environment. Streets as public spaces should represent women in the fullest sense of the world (Siragusa et al., 2016: 27-28) (see 2.4.4).

Emms Drive is the main arterial road for all vehicular-based modes of transport and all users. It can be argued that it fits the role of "a line" in the urban context, in accordance with Dewar and Uytendogaardt's (1995: 27) theory. It is "a line" that can be classified as a public space that provides accessibility, while simultaneously serving as a "holding area" that holds activities that are valued by all members of the community (Dewar and Uytendogaardt, 1995: 28). At present, however, Emms Drive fails to serve as a "holding area". Rather, this is where most of the crime takes place in Nyanga. It is thus a very unattractive space to occupy and navigate as a woman.

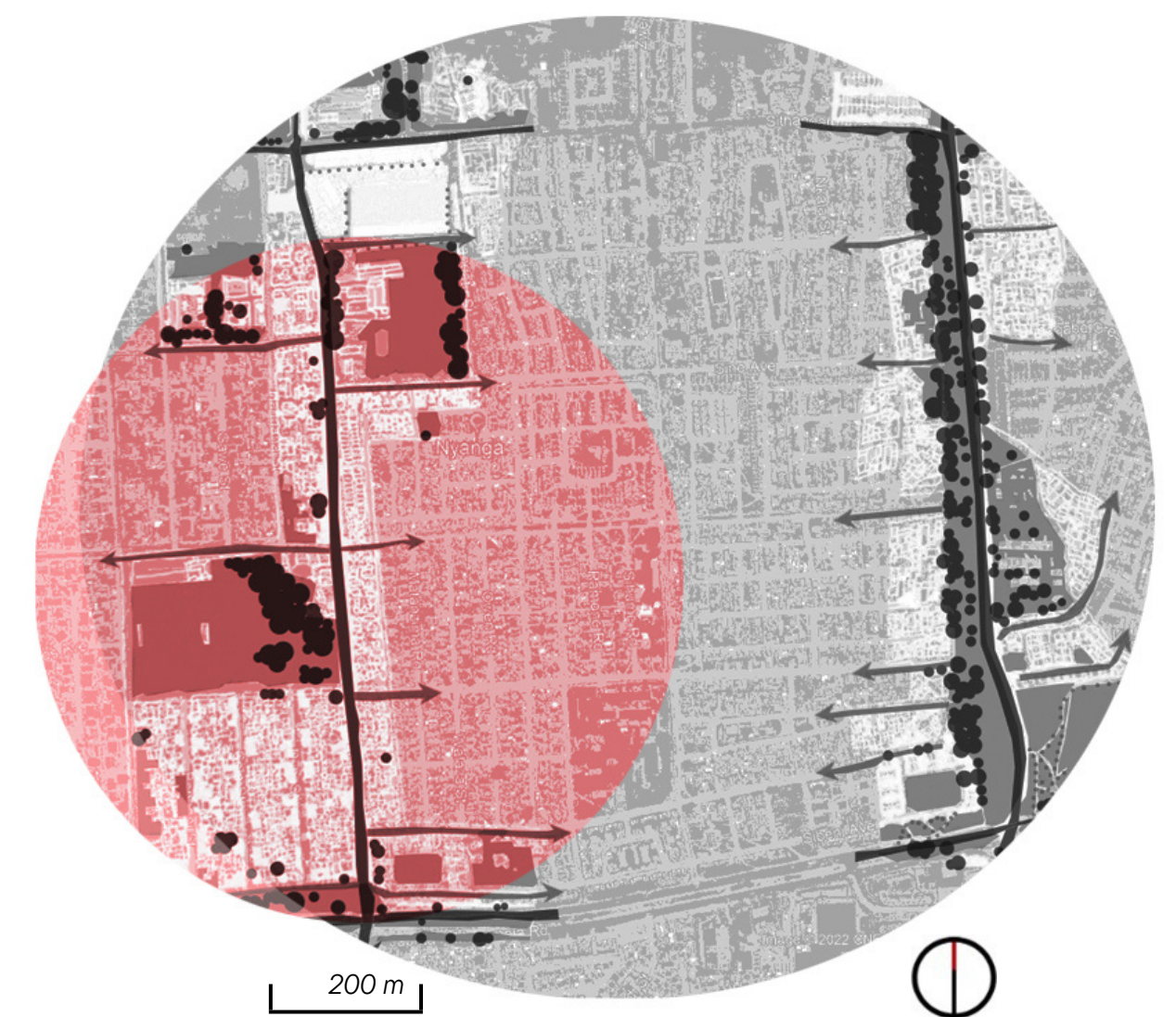


Figure 4.3.2.2g: A map highlighting the existing movement routes in plan view (Author's own adapted from Google Earth, August 2022)

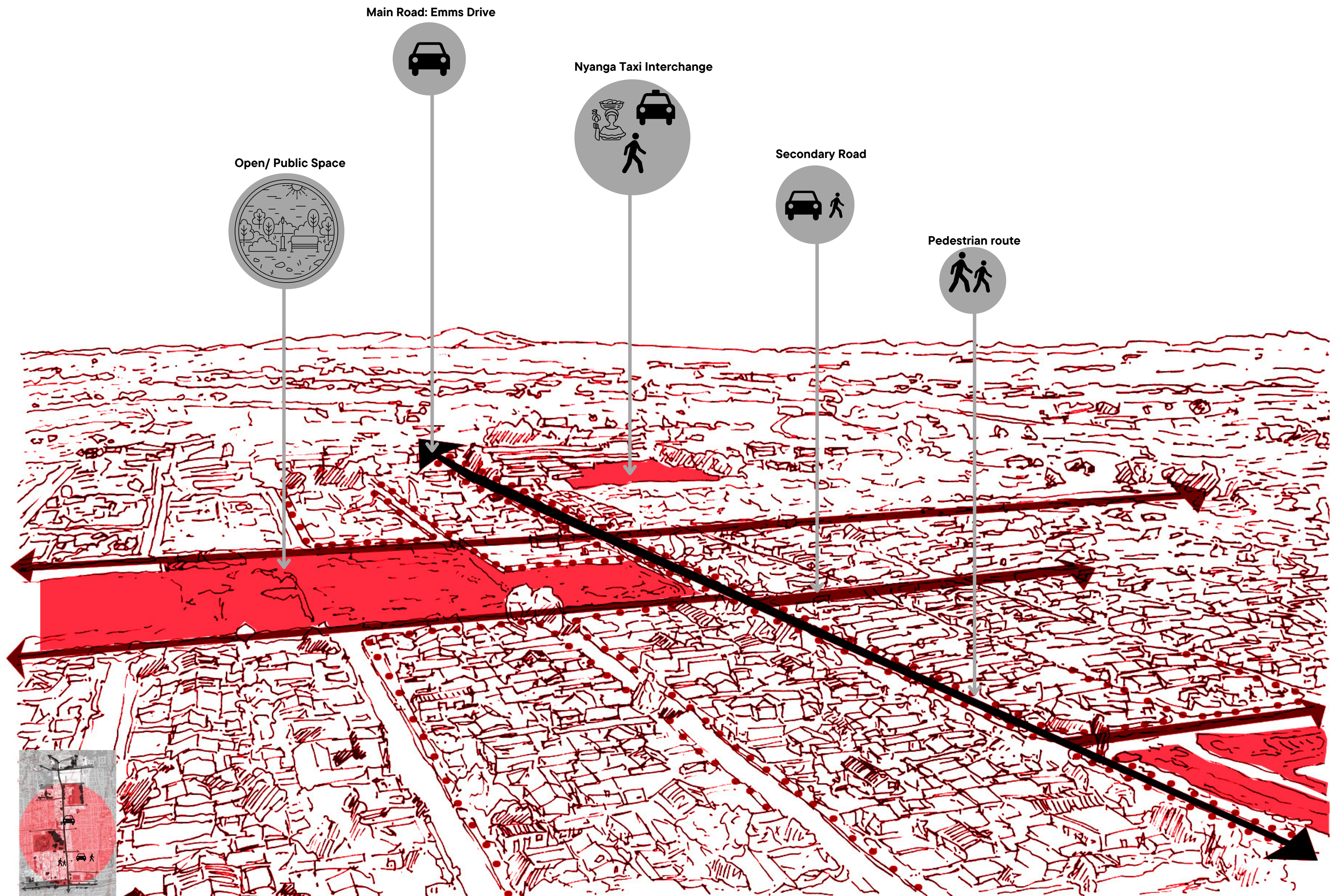


Figure 4.3.2.2h: A 3D illustration map highlighting the existing movement routes along Emms Drive (Author's own adapted from Google Earth, August 2022)

### 4.3.3 Site 3: New Eisleben Road analysis

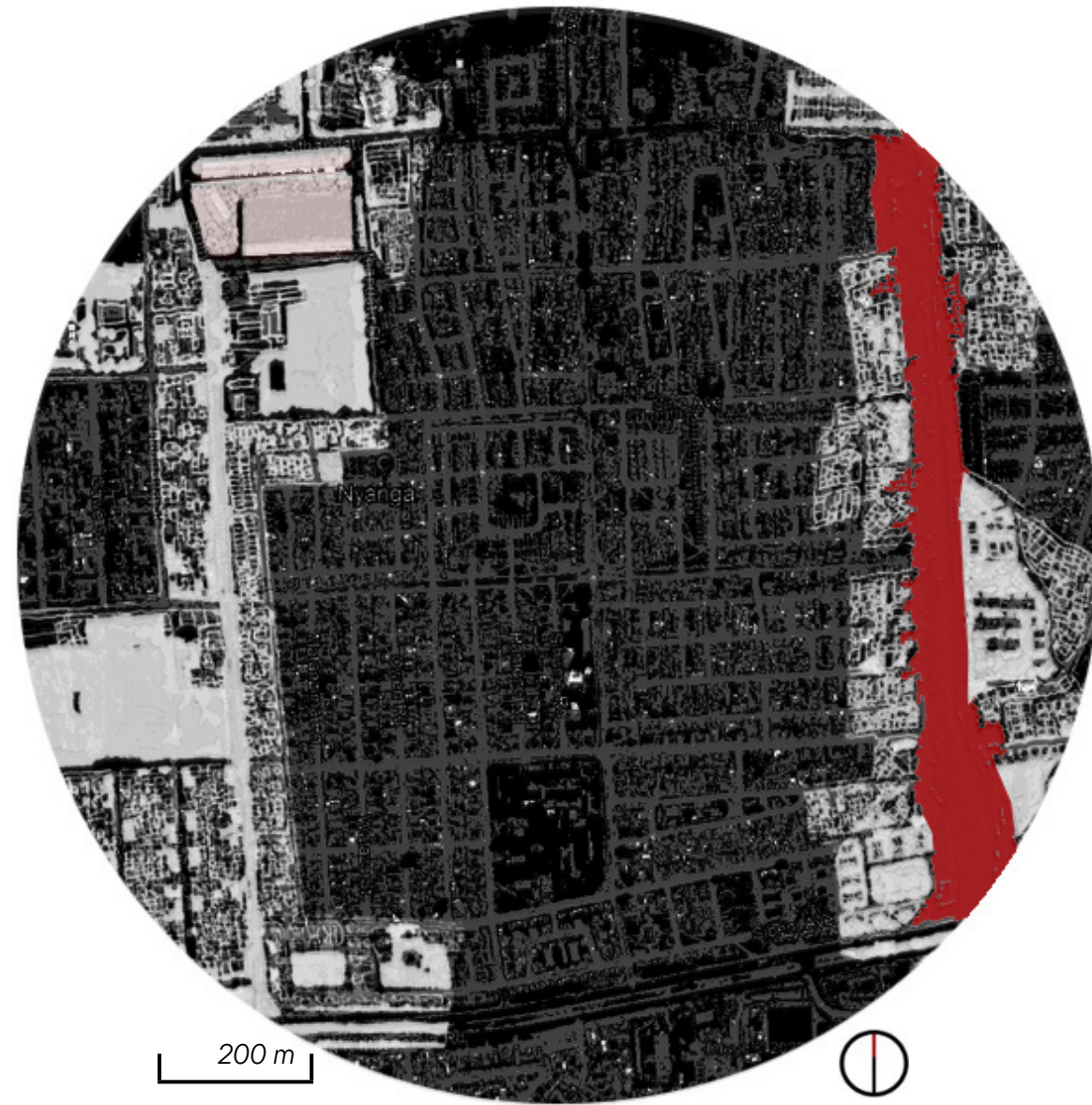


Figure 4.3.3: A map showing the location of New Eisleben Road (Author's own adapted from Google Earth, August 2022)

#### 4.3.3.1 Open spaces and trees

"There are lots of gangsters and people like that so it's not safe that side" ...[Interviewer: And no streetlights there as well?] Sharleen: "Mhhmm (agreeing), there are no streetlights."

(Sharleen, 6 August 2022)



Figure 4.3.3.1a: A map highlighting the existing open spaces and trees in plan view (Author's own adapted from Google Earth, August 2022)

"No, I don't use that because I stay this side"  
(pointing to the opposite side of New Eisleben Road).

"No we don't use that side" (reaffirming).

(Buhle, 6 August 2022)



Figure 4.3.3.1b: Open spaces and trees along New Eisleben Road (Author's own, August 2022)



Figure 4.3.3.1c: Open spaces and trees between buildings along New Eisleben Road (Author's own, August 2022)

### 4.3.3.2 Sections of road



Figure 4.3.3.2a: A map highlighting the road of New Eisleben Road in plan view (Author's own adapted from Google Earth, August 2022)



Figure 4.3.3.2b: The quality of New Eisleben Road (Author's own, August 2022)



Figure 4.3.3.2c: The quality of New Eisleben Road along a row of houses (Author's own, August 2022)



Figure 4.3.3.2d: Potholes on New Eisleben Road (Author's own, August 2022)

### 4.3.3.3 Pedestrian paths



Figure 4.3.3.3a: The quality of pedestrian paths on New Eisleben Road (Author's own, August 2022)



Figure 4.3.3.3b: Pedestrian path on New Eisleben Road (Author's own, August 2022)



Figure 4.3.3.3c: A map highlighting the pedestrian paths along New Eisleben Road in plan view (Author's own adapted from Google Earth, August 2022)

New Eisleben Road consists of open patches of land. It is a long stretch of an inactive road. The road itself has potholes and it does not seem to be encouraging enough for one to use it unless it is absolutely necessary to do so. This road seems to be more accommodating of vehicles than pedestrians and the open spaces on this road are not well-integrated in the urban fabric (Siragusa et al., 2016) (see 2.4.2). The lack of pedestrians and activities along New Eisleben Road thus diminishes its sense of character, while increasing the area's level of vulnerability. On the whole, New Eisleben Road feels very unsafe. Madanipour (2010: 79) argues that environmental improvements could promote safety in public spaces. Nyanga's environmental improvements need to be considered in conjunction with economic and social considerations which can lead to appropriate public infrastructure being implemented, managed and maintained which will, in turn, give residents, especially women, hope for a better future (Madanipour, 2010: 107) (see 2.4.5).

From the analysis of the three public spaces, I uncovered some common pressing issues which will be discussed in the next section.

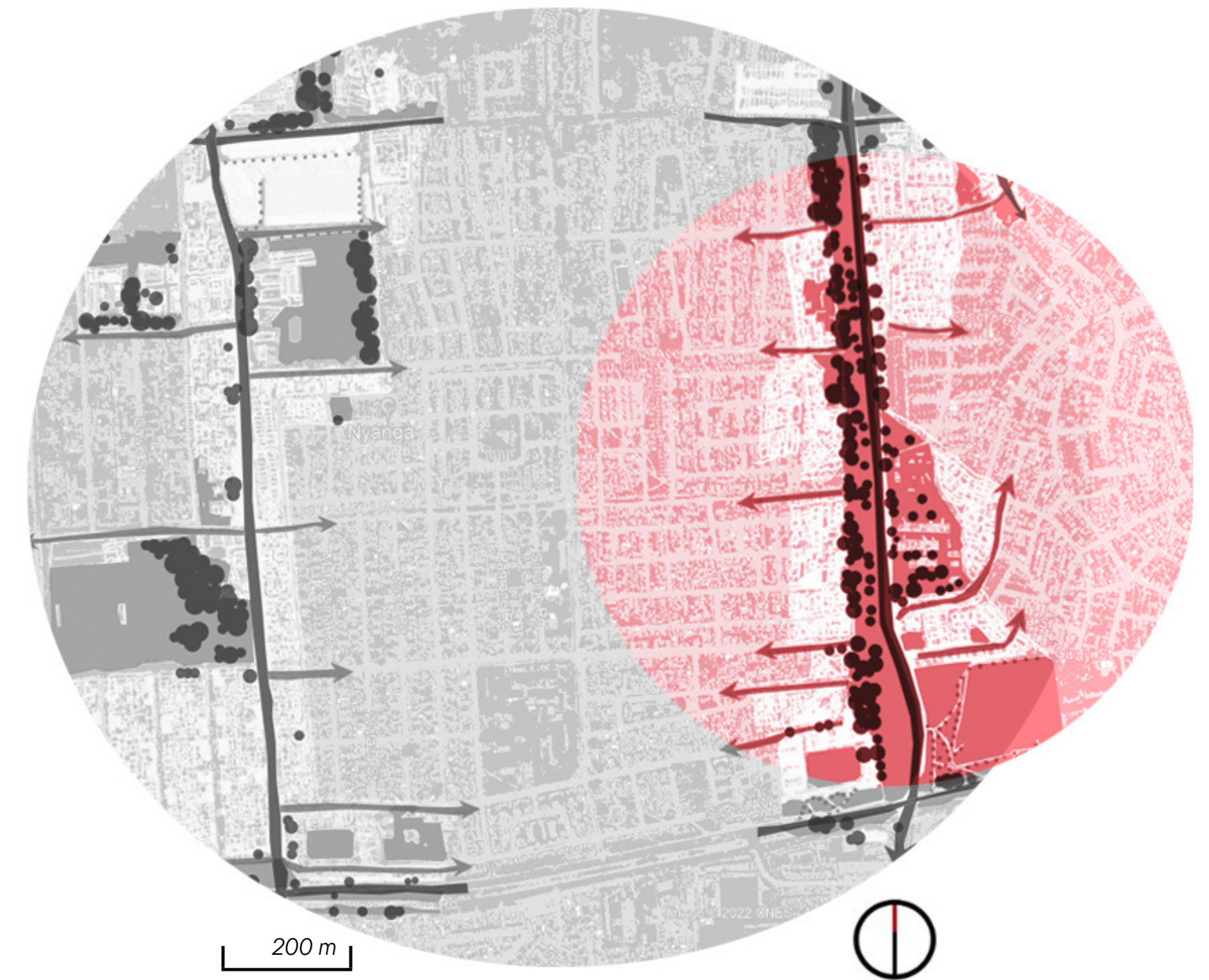



Figure 4.3.3d: A map highlighting the existing movement routes in plan view (Author's own adapted from Google Earth, August 2022)

The analysis of the public spaces together with the interviews gave an insight into women's experiences and perceptions of safety. Research findings are further unpacked in the succeeding section where I will begin to look at some elements that can make or break public spaces from the perspective of a gender-sensitive approach to planning.

\* PROPER LIGHTINGS:  
(HYGIENIC &  
WELL-MAINTAINED  
AREAS ADD TO QUALITY  
WHICH ADDS TO SAFETY)



\* PLACES WITH VISIBLE  
& ACCESSIBLE POLICE  
BOOTH, PATROLLING,  
CCTV COVERAGE ETC



↳ PATROLLING  
(FORMAL & INFORMAL  
SURVEILLANCE).

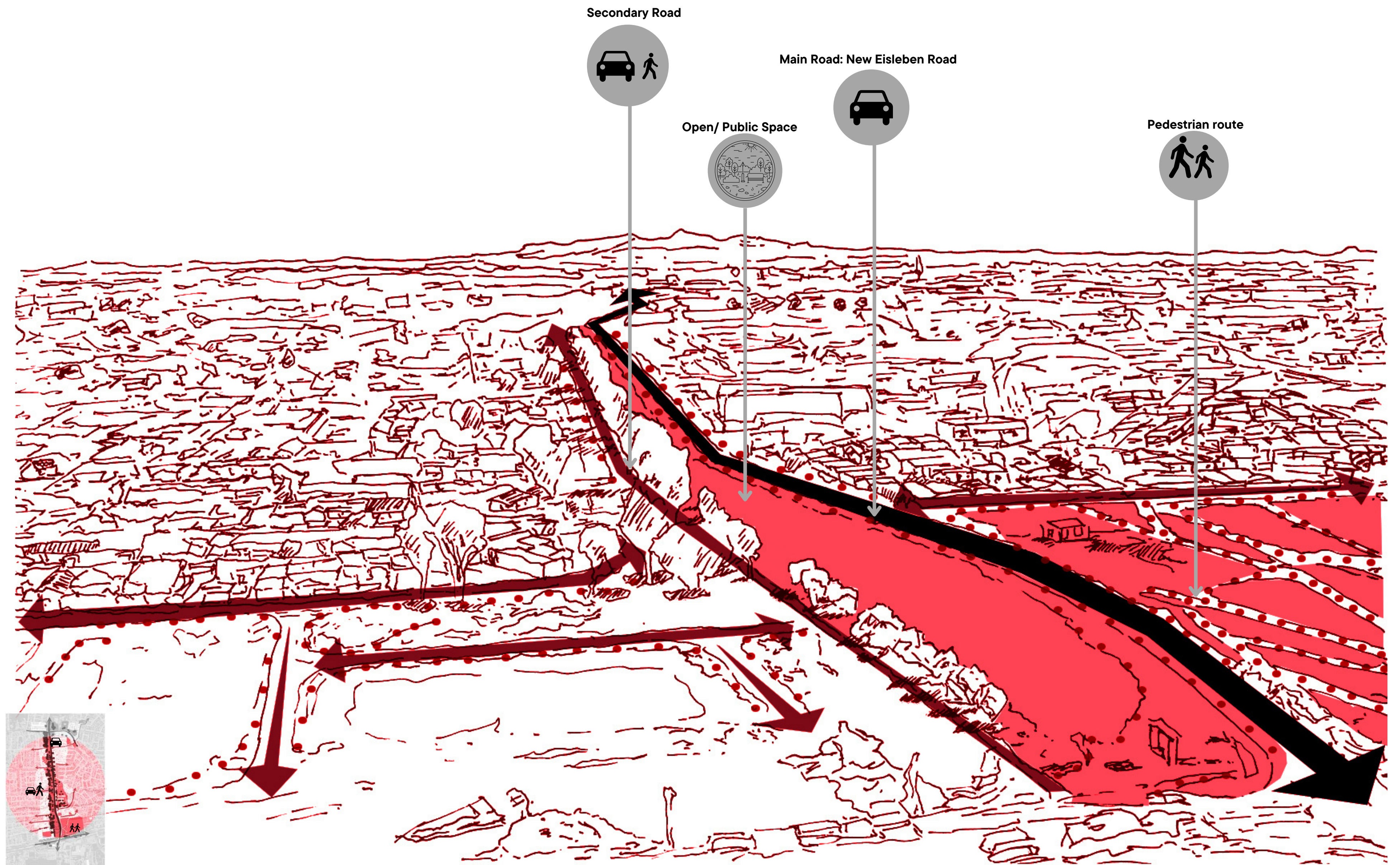


Figure 4.3.3.3e: A 3D illustration map highlighting the existing movement routes along New Eisleben Road (Author's own adapted from Google Earth, August 2022)

## 4.4 Findings of Pressing Issues

### 4.4.1 Formal and informal surveillance



Figure 4.4.1a: Informal trading between the designated selling space and the taxi rank providing informal surveillance (Author's own, August 2022)



Figure 4.4.1d: Informal trading within the NTI providing informal surveillance (Author's own, August 2022)



Figure 4.4.1g: Informal trading along Great Dutch Str providing informal surveillance (Author's own, August 2022)

[Police will pass even when they see a scene.]

(Nolubabalo, 6 August 2022)

"Police are not proactive."

"Street vendors make you feel safe."

(Khanyisile, 6 August 2022)

[Interviewer: And then, hmmm, the police, how active are they?] "They are actually not active at all."

(Sharleen, 6 August 2022)

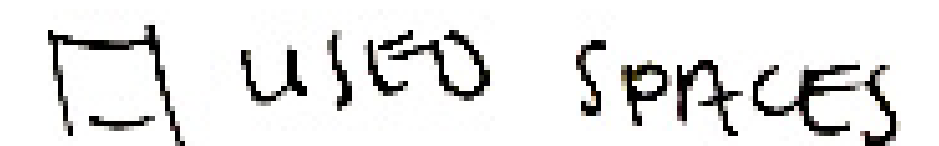


Figure 4.4.1b: Informal trading outside the NTI providing informal surveillance (Author's own, August 2022)



Figure 4.4.1e: Formal trading at Maphindi's Butchery along Emms Drive providing formal surveillance (Author's own, August 2022)



Figure 4.4.1c: Informal and formal trading outside the NTI and along Emms Drive providing informal surveillance (Author's own, August 2022)



Figure 4.4.1f: Informal trading within NTI by women, providing informal surveillance (Author's own, August 2022)

[Interviewer: the police, how do you feel about the security in this area?]

"They're not reliable 'cause one time I went to go report that I was once kidnapped by a taxi driver. So they were not giving me much attention that I needed to open a case, they only told me that what, what happened to lead to that what did I do?" [Interviewer: Really (in disbelief). "So, I couldn't open a case from the Nyanga police station."

"Not that they are unsafe, 'cause during the day there's always people or cars passing so if anything would happen people would see."

(Buhle, 6 August 2022)

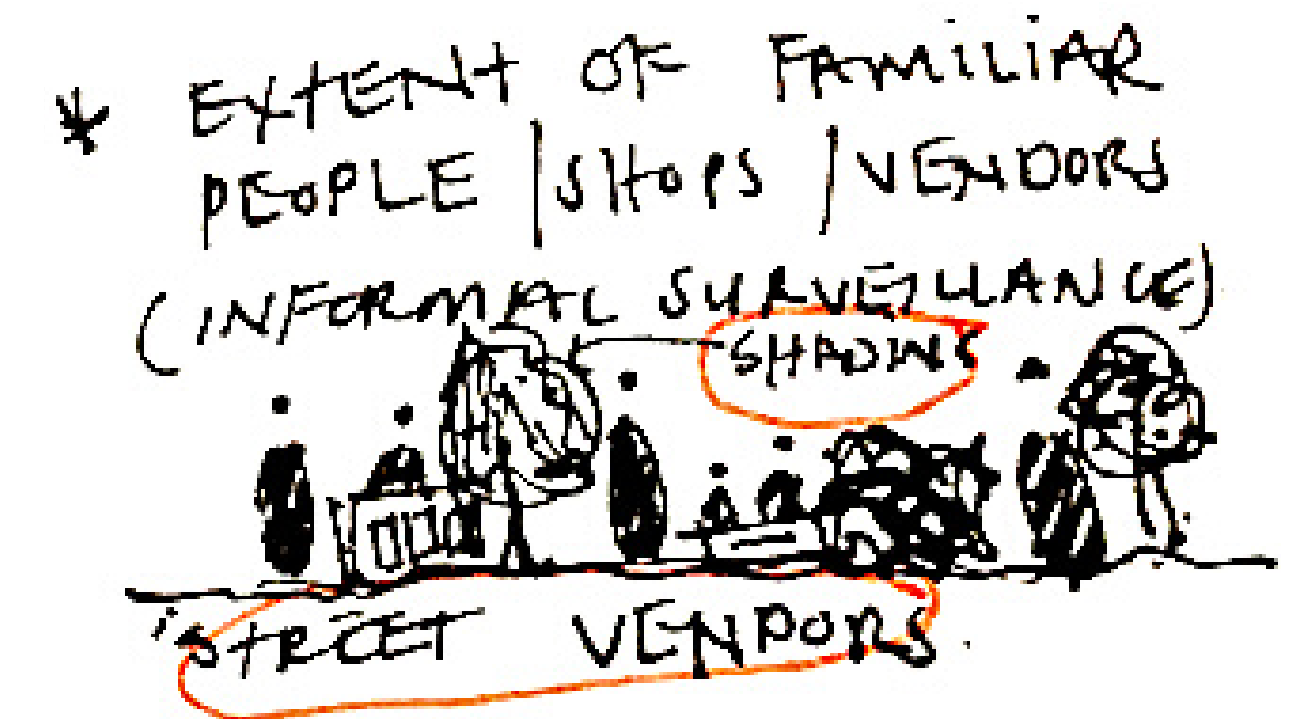
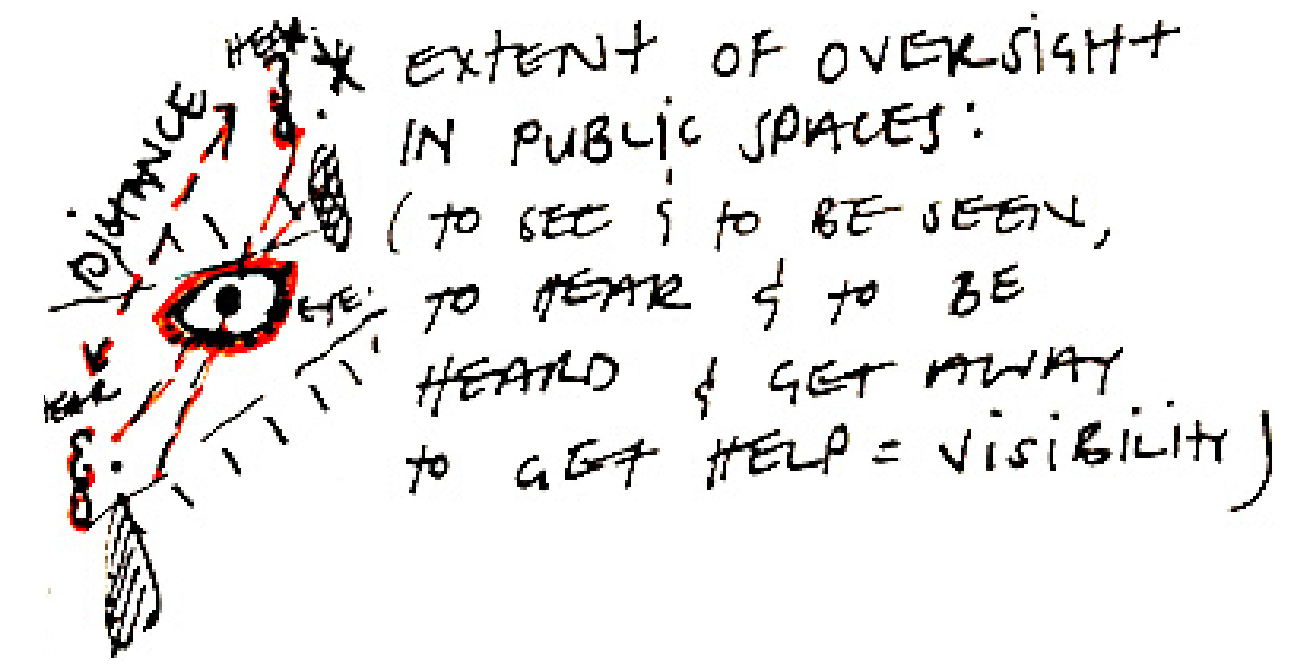
[It's not safe here!] (passionate/upset voice)

(Vathiswa, 6 August 2022)

There are prominent nodal areas in Nyanga that provide a 'safe haven' to local residents such as the NTI, the Shell garage (corner of Emms Drive and Sithandalu Ave) and the retail area where Maphindi's Butchery (on Emms Drive) is situated. These spaces can be classified as points that, according to Dewar and Uytendogaardt (1995: 23), are public spaces which are highly accessible, creating a sense of belonging, and where the majority of the activities take place.

These activities are both informal and formal. These public spaces are spaces where activities such as retail, taxi ranks and bus stops and other public transport are found. Similarly to what Dewar and Uytendogaardt classify as points, Lynch (1960: 72) classifies these points as nodes, and defines them as public spaces that an observer enters and where a concentrations of activities and people are found. In Nyanga, these points or nodes are also 'junctions and concentrations' (Lynch, 1960: 76).

People often use these "public spaces as landmarks as they are easily identifiable" (Lynch, 1960: 78) and can be used as a wayfinding tool too. The concentrations of movement, activities and population, including informal traders (mostly women) in these spaces, create a safer environment, as women feel safe in the presence of other women, as mentioned earlier (see 4.3.1.2).



#### 4.4.2 Functional and ritual activities space, past and present collective life experiences, meanings and perceptions

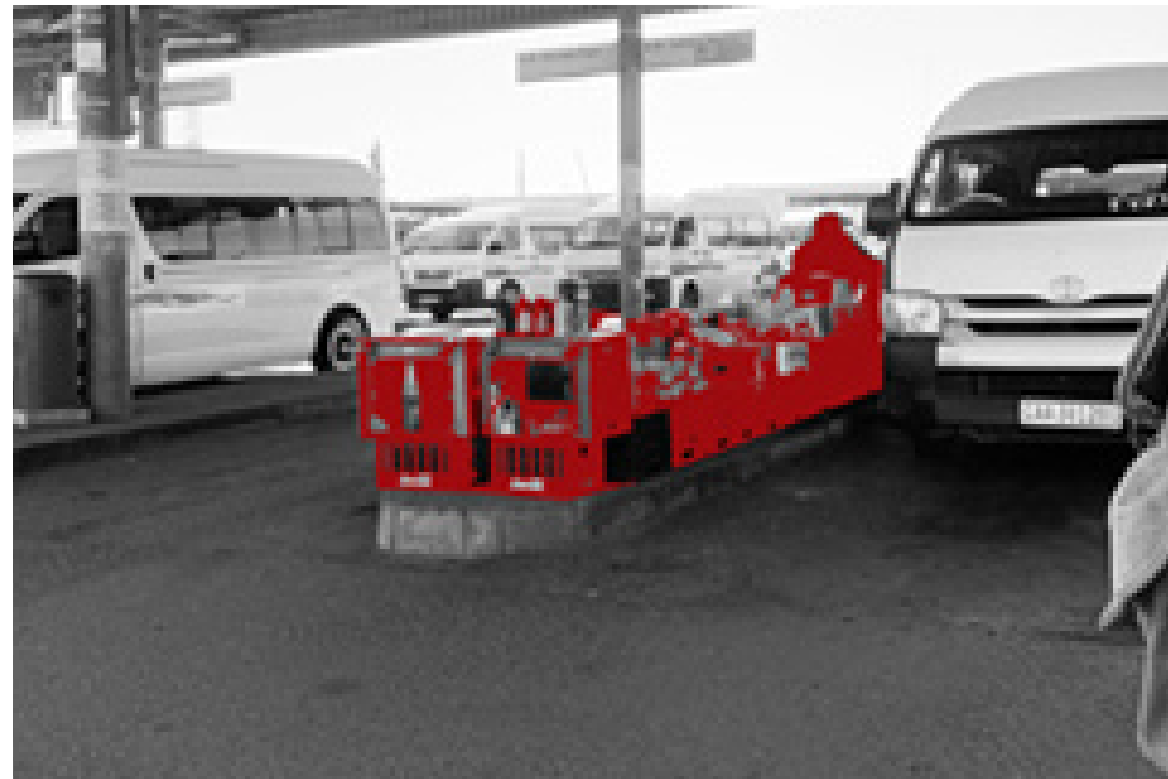


Figure 4.4.2a: Informal trading by women within NTI (functional space) (Author's own, August 2022)



Figure 4.4.2b: Informal trading by women along Sithandatu Ave (functional space) (Author's own, August 2022)

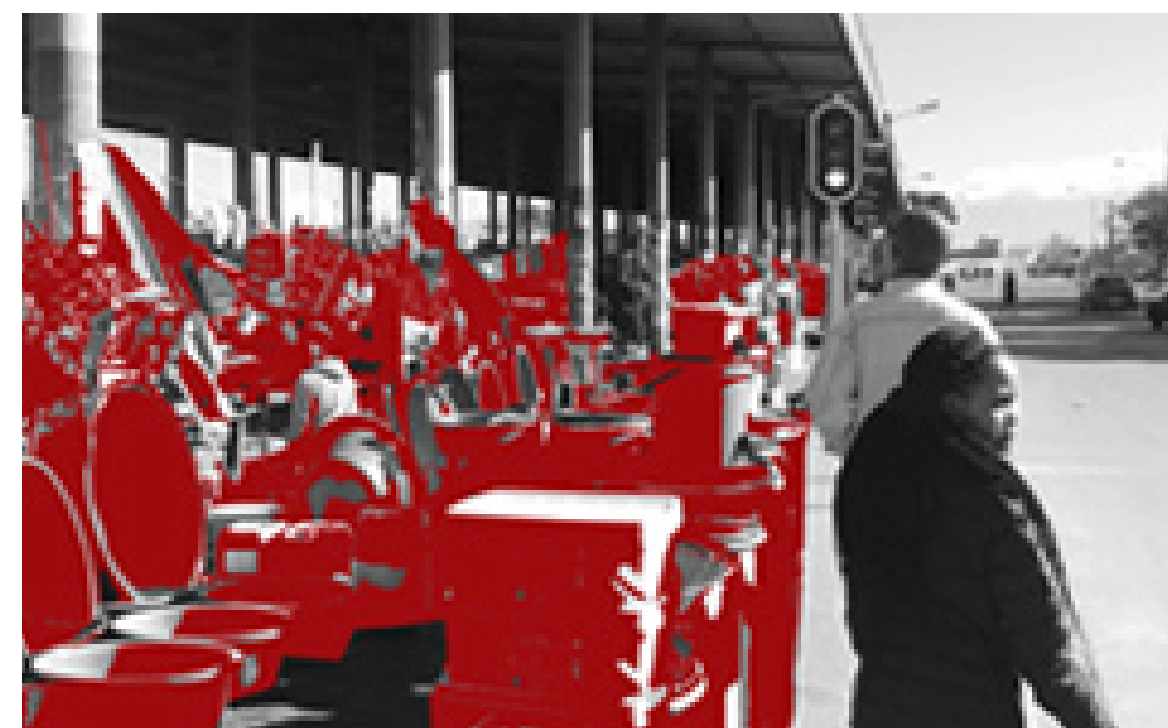


Figure 4.4.2c: Informal trading by women in designated space within NTI (functional, meaning and experience) (Author's own, August 2022)



Figure 4.4.2d: Informal trading by women along Great Dutch Street (functional, meaning and experience) (Author's own, August 2022)

*[Street vendors could be robbed.]*

*[There's crime and robberies but no one reports anything.]*

(Nolubabalo, 6 August 2022)

*[Shut down all houses selling drugs!] (passionate/upset voice)*

*[There are no sports for women, there is only soccer!]*

(Vathiswa, 6 August 2022)

Functional spaces in Nyanga are found mostly in and around the NTI. However, these are more for informal traders (who are mostly women), rather than performing ritual activities such as religious, traditional and cultural practices. However, it can be argued that ritual activities are enabled through the products and services that functional spaces provide to the public. Galanakis (2002: 2) mentions that in many instances, public spaces do play more than one role in the urban environment such as being the “common ground where people carry out functional and ritual activities” which provides a sense of place, belonging and carries a lot of meaning for different people through either building a sense of civic identity, culture and community (Battisti et al., 2020) (see 2.4.2). This allows for the members of the society to take “ownership” of the functional public spaces, since these spaces play a role in caring for the public spaces in the neighbourhood.

Furthermore, these spaces have become personal spaces, especially for informal traders, who are mostly women. As such, these public spaces carry past and present collective memories, life experiences, and meaning. This research finding corroborates Battisti et al's (2020) argument presented in Chapter 2 (see 2.4.2).

However, in Nyanga, the collective memories and experiences of these spaces also carry a perception of hopelessness and a sense of unsafeness, as argued by Madanipour (2010) (see 2.4.5). Women’s perceptions of crime and unsafeness in such spaces suggests that public spaces in neighbourhoods like Nyanga are often overlooked in planning and design processes, and in public maintenance programmes (Battisti et al., 2020) (see 2.4.2). As a result, users of these public spaces are left to assume that there is a lack of interest in these spaces from public and private organisations regardless of the need for such spaces by the members of the society (Madanipour, 2010: 6) (see 2.2.2).

#### 4.4.3 Open hard spaces for democratic and public culture (expression)



Figure 4.4.3a: NTI taxi rank open hard space as parking and pathway (Author's own, August 2022)



Figure 4.4.3b: New Eisleben Road open hard space used as car wash area (Author's own, August 2022)



Figure 4.4.3c: New Eisleben Road open hard space, undermaintained and unused (Author's own, August 2022)

*“There are lots of gangsters and people like that so it's not safe that side.”*

*[Interviewer: And no streetlights there as well?]  
“Mhhmm (agreeing), there are no streetlights.”*

(Sharleen, 6 August 2022)

*“No, I don't use that because I stay this side”  
(pointing to the opposite side of New Eisleben Road).*

*“No we don't use that side” (reaffirming).*

(Buhle, 6 August 2022)

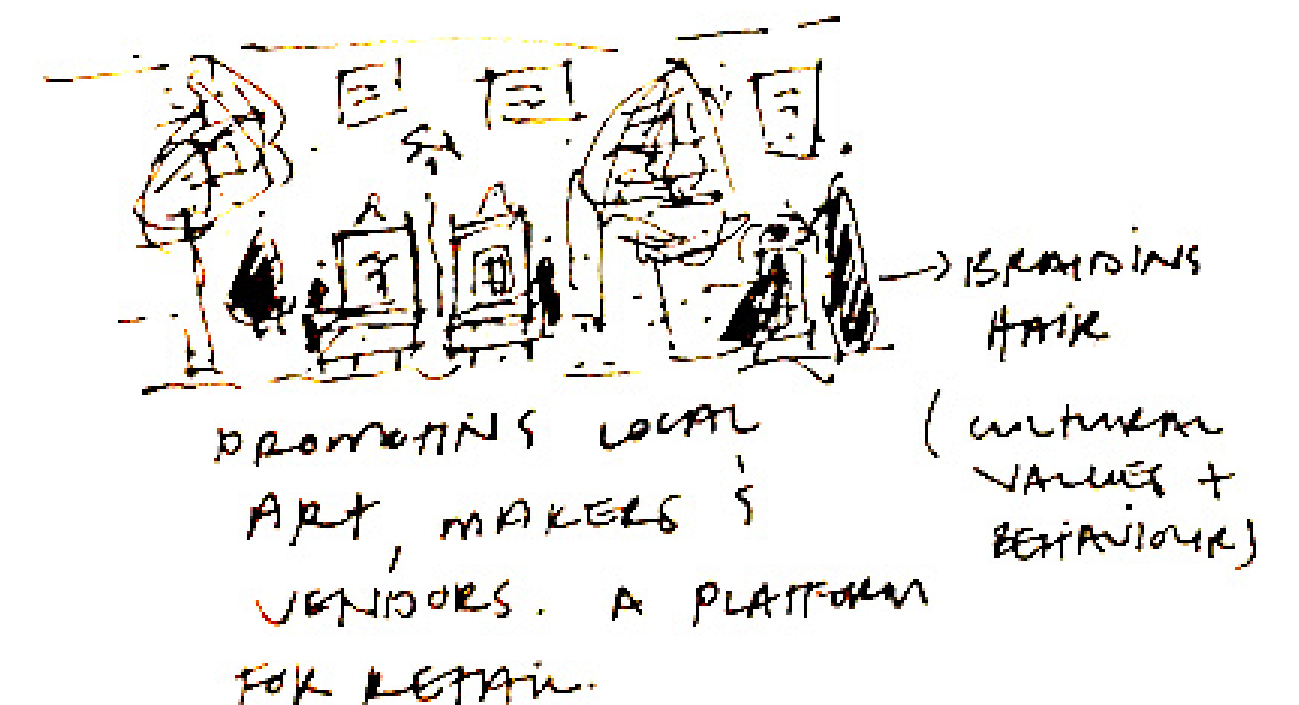
From my fieldwork observations it was found that Nyanga does have public spaces where a democratic and civic culture could be practised, especially in NTI and along New Eisleben Road. However, these public spaces are not used for this purpose, because these spaces lack streetlights and public facilities; and along New Eisleben Road there is a lack of mixed land use activities and natural surveillance (namely, ‘eyes on the street’). As a consequence, residents, pedestrians, commuters and visitors to the neighbourhood thus hardly occupy or navigate these spaces.

According to Kaur (2020), public spaces are understood to be symbols and places that represent democratic and civic life (see 2.4.1). In other words, they are places where one can express oneself and where a community culture can be developed. However, looking at the state of public spaces in Nyanga, one realises that a lack of public maintenance of public infrastructure diminishes not only a sense of civic pride and life, but also a sense of safety and security in these spaces. For example, pedestrian paths and open spaces are neglected and deteriorated. The material used by the municipality to construct sidewalks is cheap, thereby contributing to the poor quality of the public realm (Jacobs, 1985: 70) (see 2.4.3).

The research findings also show that public realm spaces often overlook the role of gender safety (Siragusa et al., 2016) (see 2.4.1).

The fear of crime in Nyanga is one of the reasons women do not use certain public spaces like New Eisleben Road. It is important for safety and security to be at the forefront of urban planning and design processes, and for appropriate public infrastructure—and for the maintenance of that infrastructure—to be budgeted for (Siragusa et al., 2016) (see 2.4.2).

The function of such infrastructure should not limit accessibility and should be welcoming to all members of society. Based on the research findings, it is evident that there is a lack of good governance and management of the urban environment in the area, and thus a lack of nurturing good quality public spaces.



#### 4.4.4 Public facilities



Figure 4.4.4: Nyanga public bathrooms just outside the NTI (Author's own, August 2022)

"Yeah, maintenance can do the place better. So, we can walk like easy and stuff."

(Sharleen, 6 August 2022)

"We need a clean environment."

(Buhle, 6 August 2022)

[It's not clean!] (passionate/upset voice)

(Vathiswa, 6 August 2022)

"Yeah, you know, uhmm, (sighs, looks down) what has been the most burning issue in public spaces like toilets, right (long pause) cause most of the settlers have to walk especially during the night and it's not safe to walk alone so there are hmmm (serious, concerned facial expression) bad experiences around safety issues, and it's still a concern because toilets are a little bit far and women and children have to walk and it's not safe for them. So, how we deal with that, uhmm, for instance now we are, there's an upcoming project where cities will install toilets. And one of the things that we are engaging in. I must say we fighting with the City about it, to

ensure safety around those structures of toilets, is the standard, the basic standard of the City policy that it has to have lights and so, uhmm uhm uh, so we are still doing that. So, that's something that we're doing. So, we'll see, by the end of this year, whether actually they do consider all those policies."

(Dolly, 12 August 2022)

Many black townships are still affected by the apartheid spatial planning system. Dolly mentions that public facilities are still an issue in these areas. Security and protection—as argued by Rozhan et al. (2015) (see 2.3.4)—are among the most important human basic needs and should be incorporated in urban planning and design processes and policies.

#### 4.4.5 Street furniture and signage



Figure 4.4.5a: Advertising board and lighting on 3rd Ave (Author's own, August 2022)



Figure 4.4.5d: Public furniture on New Eisleben Road (Author's own, August 2022)



Figure 4.4.5g: Lighting and barriers within the NTI (Author's own, August 2022)



Figure 4.4.5b: Public bin on Great Dutch Ave (Author's own, August 2022)



Figure 4.4.5e: Signage and bus stop on Emms Drive (Author's own, August 2022)

*[Robbers are the ones who use the seating. They wait there to rob us ... At night it is dark because people connect their houses from the street light.]*

(Nolubabalo, 6 August 2022)

*"I walk during the day because there are no lights at night ... I do not use the benches on the side of the road."*

(Khanyisile, 6 August 2022)



Figure 4.4.5c: Public furniture on Great Dutch Ave (Author's own, August 2022)



Figure 4.4.5f: Public furniture on Emms Drive (Author's own, August 2022)

*"Maybe early in the morning when I go to work and late at night. So, it's not comfortable sitting there and I could say it's not safe as well"...*  
[Interviewer: And no streetlights there as well?]:  
*"Mhhmm (agreeing), there are no streetlights."*

(Sharleen, 6 August 2022)

*"I'd rather walk until I get home and then rest [because] it's not safe."*

(Buhle, 6 August 2022)

*[There's no bench to sit! (confidence). There's only one big light and it's on throughout the whole day so, not bright at all at night.]*

(Vathiswa, 6 August 2022)

From the findings, it seems that the interviewees avoid using public seating unless they are waiting for transport. They also associate street furniture with crime such as robberies (Nolubabalo). Gehl (2011: 27) mentions that where people choose to sit, especially in public spaces, is often in relation to the view. However, in the case of Nyanga it seems it is mostly related to the surrounding activities. Although Gehl (2011: 27) further explains that if street furniture is placed adjacent to a pedestrian path in an active area, such furniture tends to be used.

By contrast, the least used seating is found in quiet areas where there isn't any natural/informal surveillance, as is the case in Nyanga's public spaces. In addition, Lynch (1960: 51) mentions that special façade characteristics do contribute to the path's identity and how one experiences a space. In the three public spaces assessed in my study, the façades surrounding these spaces are bland and often turn their back to the street.

Most interviewees complained about the lack of street lighting throughout Nyanga, in addition to the lack of maintenance in the public realm.

A well maintained public environment could encourage residents and private-sector shop owners to participate in the general upkeep of the neighbourhood. Support could also be sought from grassroots groups such as PEP.



#### 4.4.6 Urban vulnerability (open spaces and parks)



Figure 4.4.6a: Under-maintained landscape and vandalism of walls on Emms Drive (Author's own, August 2022)



Figure 4.4.6b: Under-maintained open space on Emms Drive (Author's own, August 2022)

[Open spaces are used as dumping areas; they dump everything there even peoples' bodies. Robberies also happen in these open spaces because they are often enclosed and very scary. No one ever goes to these spaces.]

(Nolubabalo, 6 August 2022)

"There are people around so, maybe I'm used to the place because I can go to the parks and nothing is wrong, yeah."

(Sharleen, 6 August 2022)

"I'm always at home... Parks and fields are not clean."

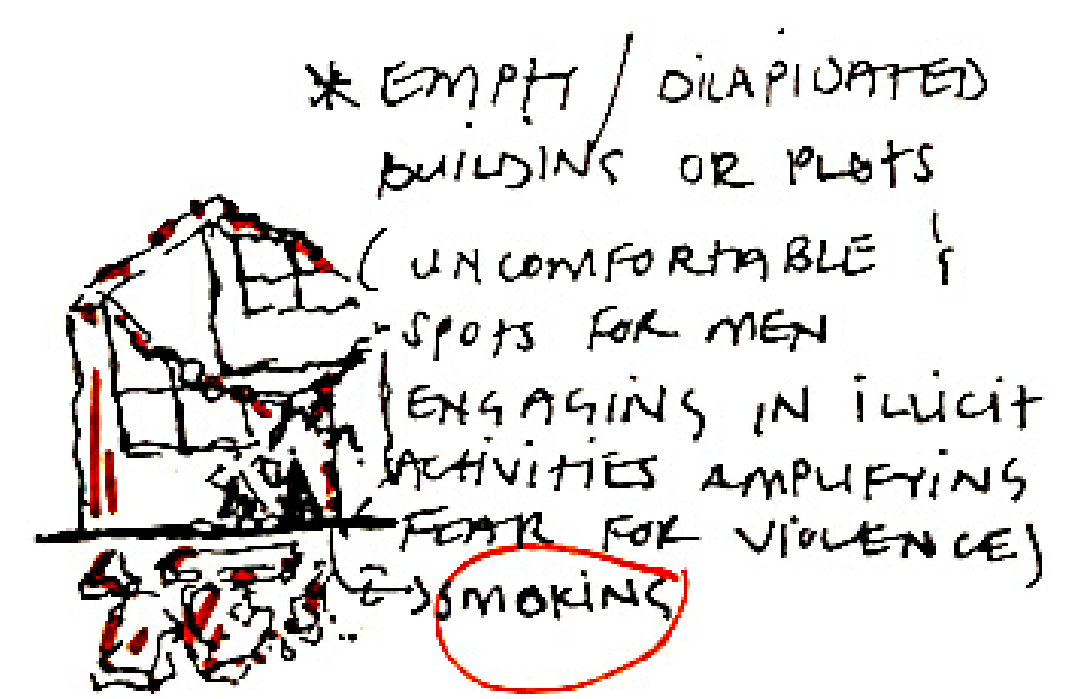
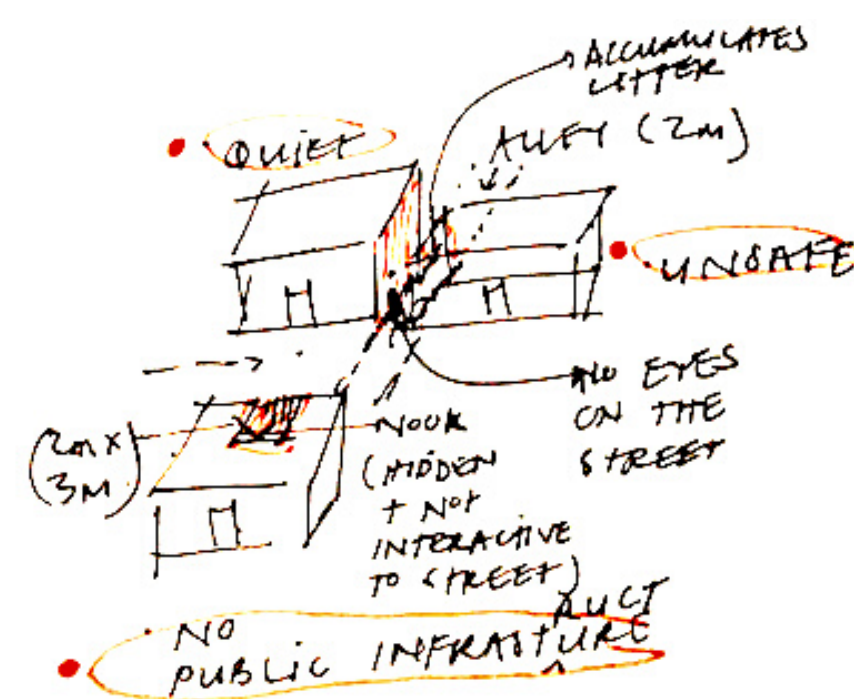
(Buhle, 6 August 2022)

[There are no parks to take our kids to.]

(Vathiswa, 6 August 2022)

Public spaces in Nyanga are not well-integrated into the surrounding environment. As a result, these spaces fail to promote Trancik's (1986: 98) linkage theory (see Chapter 2). For Trancik (1986), "linkages" speak to the physical connection between activity nodes (like NTI), and such connections, if well used, serve to enhance the safety between activity nodes. Yet, as research findings demonstrate, such connections do not appear to exist in Nyanga.

Ewing (2005) further argues that in contexts such as Nyanga, it is important that the South African government has some form of budget for public spaces. Budgeting for these spaces should also include gender-sensitive safety outcomes.



#### 4.4.7 Whose space



Figure 4.4.7a: Men vs women on Great Dutch Ave (Informal trading) (Author's own, August 2022)



Figure 4.4.7b: Men vs women around Sithandatu Str (Author's own, August 2022)



Figure 4.4.7c: Men vs women within designated trading area in NTI (Author's own, August 2022)



Figure 4.4.7d: Men vs women along New Eisleben Road (Author's own, August 2022)

*[I am not involved in the community. I am not interested.]*

(Nolubabalo, 6 August 2022)

*"There are no organisations like that here."*

(Sharleen, 6 August 2022)

*[There are no women organisations here!]*  
(confidence)

(Vathiswa, 6 August 2022)

*"So, (clears throat), our basic approach when we\_, with involvement, we first try to identify who are the stakeholders in the settlement, ..., so which is the City one\_, ward councillor and different conditions, community based organisations who are working in those communities? And then once we know who's, who's there, so, it's when we start community engagements and, that involves, making sure that all groups, all focus groups are inclusive ...*



Figure 4.4.7e: Men vs women near Maphindi's Butchery and the liquor store (Author's own, August 2022)



Figure 4.4.7f: Men vs women along Emms Drive houses (Author's own, August 2022)



Figure 4.4.7g: Men vs women near Maphindi's Butchery (Author's own, August 2022)



Figure 4.4.7h: Men vs women on Emms Drive, opposite Shell garage and near the liquor store (Author's own, August 2022)



Figure 4.4.7i: Men vs women outside the Shell garage (Author's own, August 2022)

women are also very crucial focus groups. So we organise, mobilise them and we look at their priorities as communities, so yeah, that's how we do it.”

”We have yeah PEP is technical, we have architects, we have town planners a typical town planner.” [Interviewer: Okay]. “Yeah, PEP is very technical and I'm the only one with a technical background.”

”We've been partnering with UCT.” [Interviewer: Okay that's cool].” ACC, are you, are you familiar with ACC? We recently done a project collecting information for research, so they've just compiled a nice book (smiles). It's been I think more than 4 years yeah, so we do have them on board. And I think back then, I think CPUT as well but now it's been UCT.”

(Dolly, 12 August 2022)

What NGOs like PEP try to do is first they ask and then identify who public spaces are serving and they try to get as many of the local residents involved (Madanipour, 2010: 12). Understanding the processes, outcomes and the involvement of different stakeholders at different levels seems to be a better approach in addressing social and spatial issues such as the quality of public spaces and the residents' safety (Madanipour, 2010: 11) (see 2.2.2).

”Yoh (shakes head), its yoh (sighs) they delay. They'll drag for years and they'll tell you that, they have to go through prio\_, they have priorities as well so they have to get through certain project so yeah, it's ... that one is a challenge. It's it's, what we see it, NGOs and private organisations coming and, and supporting communities along that and we have to push the the City, the Municipality to address those issues. So, without the community working together, NGOs, uhmm, other organisations that are interested in those communities, the City will not do anything, yeah. So, the excuse is that they are restricted because of the policies and limited budgets, that's why NGOs are stepping up to see how communities can be in partnership with City, agh (sighs), but I must say it's difficult.”

(Dolly, 12 August 2022)

Dolly's response supports Madanipour 's statements (2010: 170) (see 2.2.2) that “people of authority (public and private) need to start showing some interest and paying attention to public spaces and this can be done by working with grassroot groups (or NGOs)” as they are willing and always waiting for them to address such issues. This can result in the improvement of the quality of the urban environment for all the local residents.

”Yeah, ... (in) our principles and our project basically, we say people should lead those kind

of conversations. [Interviewer: Oh nice]. We have one in Khayelitsha, open, public space where we are doing something and kind of put an idea, so we are currently waiting for them to give us a date to start discussing possibilities for that space so, yeah but khe (“then” in isiXhosa) they are leading those kinds of conversations. That's how it works. “

”No, no reason at all why we haven't worked in Nyanga. It's just that when PEP started, it's always like, people would approach us or we would through our alliances. We'll just work with those communities who have a specific issue and approach the PEP. We also look at small scale, kind of communities, because we have a limited capacity as well, we just have 40 team members. So, yeah, so we're looking at very small communities. So, we've been based in Philippi, and Khayelitsha is new. I wouldn't say (smiles), I don't think that Nyanga is the only space that is hit by crime, you know. But khe (“then” in isiXhosa) to answer the question: it's always been that, that PEP is approached by certain communities. So yeah, yeah, we respond a call from any community. “

”So in the communities that we've been working in, for instance we have one that had a similar issue. So they're saying, in fact, there's ..., I forgot what they call it. But they do have it..It's women and men, they... in the mornings they walk to school, to buses so there's something like that, but they need support. They've been saying please can you please support us. Uhmm, because we don't have funding, even if it means

*we donate into those space, they'll say we need jackets, at least PPEs and PEP is doing something else. We've been trying to get organisations that are doing that to support those groups. So, there are initiatives that do that, that are also led by women but remember it's not safe and they don't have support, so they do need support. They call it (remembers), they call it miny-chair, they even patrol at night and give each other turns , so yeah."*

(Dolly, 12 August 2022)

Women in Nyanga do not know about such NGOs and some are not interested which is an issue. Theorists such as Madanipour, (2010: 170) (see 2.2.2) argue that "participatory planning, with residents, in the early stages of planning and design processes is important and can improve and encourage the liveability of public spaces".

*"I think, ..., it's kind of a tricky one but I have seen, ... for instance during the research that UCT and ACC did in the parts of Khayelitsha, that people will just open [up] to strangers even if its students from outside the community. But it was so amazing how people shared their painful stories. Yeah, and I remember my colleague and I would come back from those sessions, you know, with heavy hearts; so it shows how much people share, [and] they [share] really painful stories. So, I think people are willing to share their stories. It depends on how you approach them and ya, so ya."*

*"From other areas?" [Interviewer: Yeah yeah]."  
Ohhh (chuckles) that's a difficult one because people from each and every community they feel like they own those spaces. And when people from other settlements visit, they then feel like other settlers are coming to invade their own private, public spaces (hugs herself signally protection). So, you have to find ways and I think it's those that are closer to each other that they have an understanding so it's easy but someone who comes from another area they feel uncomfortable around because you know, there is history even within the area." [interviewer: Yes, yes. Yes]. "Yeah so people feel that those spaces are their comfort zone and you don't want anyone there. So they claim them as their territory." (Both laugh).*

*"Eish, uhmm, (chuckles). The thing is when you look at our communities, especially our black communities, you'll see that most are led by women so hence women are very much hands-on [in] those kind of initiatives. So, I think women involvement and women are starting to see that if you do things, that change can happen. I think they are realising that you need to keep fighting to get those spaces. "*

(Dolly, 12 August 2022)

The United Nations (2012: 24) debates that gender-sensitive urban planning highlights the need for planners and related professionals to work together with grassroots groups like PEP or women-focused groups in communities like Nyanga

that are leading initiatives, advocating for change and a better environment. Interdisciplinary thinking and community-based planning approaches are also important (Kaur, 2020) (see 2.2.3).

*"So they will always tell you that we must bear with them. For instance we have this one settlement that did not have access to toilets since 1987. The NGOs had to step in because the settlement's proposal was rejected but imagine, only now, this month, finally the City is going to install those toilets but we have been pushing them since 2018."*

(Dolly, 12 August 2022)

When issues are "put on hold" by the authorities for a very long time and not attended to as described above, Parker (2015) (see 2.2.3) argues that there then becomes a need for various stakeholders such as planning practitioners, citizens, activists, women organisations and academics such as radical planners and feminists to work with local residents and ensure that there's a holistic approach and a formulation of gender-sensitive outcomes of the urban environment especially for the sake of safety in areas like Nyanga.

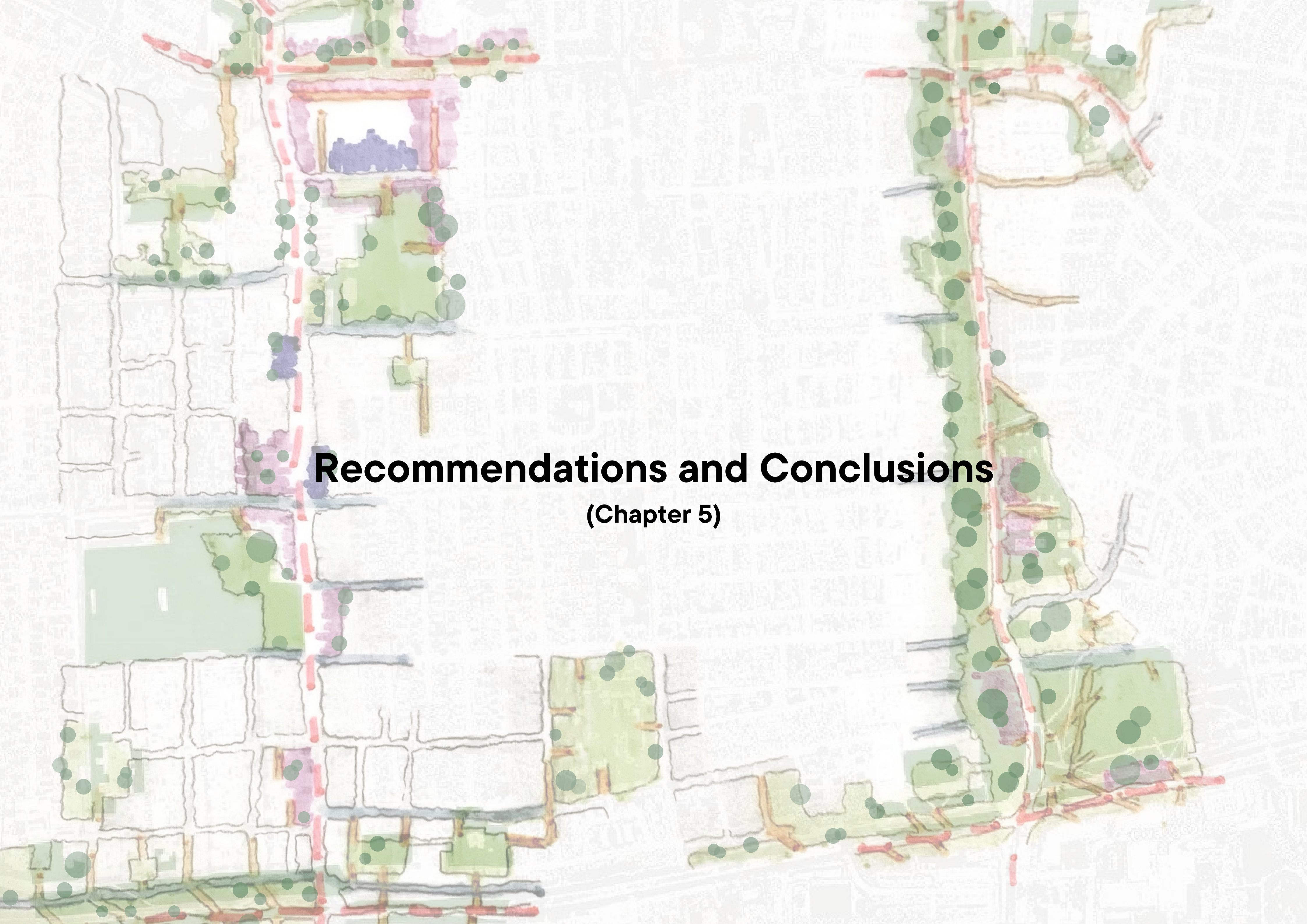
## 4.5 Conclusion

This chapter presents the analysis of findings using visuals and interviews from all research participants.

In the first section, the study area was contextualised, including the background information on Nyanga. This then led to the introduction of the research participants and the analysis of each identified crime hotspot independently.

The section thereafter presented the elements and qualities of what is known to make good public spaces. These in turn will inform the recommendations to which the research will now turn in the next chapter, Chapter 5.



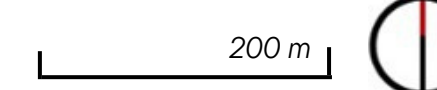
A watercolor-style map of a city grid. The map features a central grid of streets and blocks. Overlaid on this grid are various colored areas: green for parks or green spaces, purple for specific buildings or zones, and red dashed lines for boundaries or corridors. Numerous green circles of varying sizes are scattered across the map, likely representing data points or specific locations of interest. The overall style is artistic and illustrative.

# Recommendations and Conclusions

(Chapter 5)



Figure 5.1: Case study area map (Author's own adapted from Google Earth, September 2022)



Chapter 2. This is done with the aim of suggesting recommendations and spatial planning interventions by considering the research findings from the case study.

Answers to the main research question include a combination of the answers to the subsidiary questions. These answers, in turn, are informed by the research findings that were analysed against the assessment criteria derived from an in-depth review of the gender-based literature (see Chapter 2). Thus, the next section will establish a succinct answer to the main research question. Thereafter, I will revisit the subsidiary research questions and assessment criteria in order to provide answers to these based on the research findings (see Chapter 4). This will be followed by a section on the proposed spatial planning interventions that include precedent studies and urban safety tools for the purpose of determining where, and what, urban safety tools need to be implemented to enhance gender-sensitive safety outcomes in the case study area. This chapter concludes with a discussion on the limitation and reflections of the overall research process.

## CHAPTER 5: Recommendations and Conclusions

### 5.1 Introduction

This chapter concludes the research by

revisiting and providing answers to the main research question, namely: "How and why are Nyanga's public spaces failing to enable gender-sensitive safety outcomes?". It also presents answers to the subsidiary research questions that were established in

## 5.2 Revisiting the Main Research

### Question

#### **How and why are Nyanga's public spaces failing to enable gender-sensitive safety outcomes?**

Research findings demonstrate that not only are Nyanga's public spaces undermaintained and neglected by the municipality, for most part they are also poorly lit and sparsely occupied. This results in a lack of natural surveillance and an underutilisation of most public spaces (other than the Nyanga Taxi Interchange). There are no dedicated public places to sit, relax, and enjoy the company of others, or safe and well-maintained parks for children to play. Street frontages are also inactive as a result of monofunctional land uses. Collectively, these realities make the urban environment feel unsafe, particularly for women. Of further concern, most women residents are unaware of the existence of women's organisations and community development programmes within the neighbourhood, which, in turn, limits them from providing crucial local knowledge about their gender-based experiences of Nyanga's public realm. This demonstrates that currently there is limited interest from diverse stakeholders willing to listen to members of such organisations and take a holistic approach to gender-sensitive safety outcomes. Implementable actions to

mobilise gender-based concerns in the area are thus sorely missing.

### 5.3 Answers to the Subsidiary Research Questions

The answers presented in this section are organised in accordance with the three main themes established from the reviewed literature presented in Chapter 2, namely: "gender planning"; "women's fear and urban safety"; and "the role of public spaces".

#### 5.3.1 Gender planning

##### **1. Is "one size fits all" a reliable measure for determining gender gaps in urban planning?**

No. Every community member from Nyanga experiences the urban environment differently. This answer, which is based on research findings, then suggests that gender-sensitive safety outcomes necessitate nuanced and context-specific interventions, as argued by Kaur (2020) in Chapter 2.

##### **2. Who are the grassroots groups involved in gender-based issues in Nyanga?**

Research findings from media platforms suggest that Baphi Abafazi Movement (BAM) represents one community-based group that is focused on gender-based concerns in Nyanga. However, none of the research participants I interviewed knew about BAM. This finding suggests a need

for BAM to become more visible and vocal in the neighbourhood. The People's Environment Planning (PEP) group also works with communities like Nyanga (even if their focus is not specifically geared towards gender-based issues, but rather on community-based planning which includes concerns for safer public spaces).

##### **3. Does allowing users to navigate and shape the urban environment address gender gaps in urban planning?**

Yes. Pedestrians, in particularly women, in Nyanga prefer to take well-lit and unobstructed routes even if these routes are longer, as opposed to short, dark and unclear routes. Furthermore, my research findings demonstrate that users of public space want to be involved in the planning processes that shape Nyanga's urban environment. Women, in particular, want planners to know how they use the public realm so that gender-based safety considerations are included in spatial interventions.

##### **4. Does Nyanga's urban environment need the involvement of various stakeholders in order to have a holistic approach to gender-sensitive safety outcomes?**

Yes. However, research findings demonstrate that currently there is limited interest from diverse stakeholders regarding a holistic approach to gender-sensitive safety outcomes. BAM, for example, is not sufficiently vocal and known to most residents, while ward councillors seem less focused on mobilising gender-based concerns. Furthermore, as discussed in Chapter 4, the municipality fails to maintain Nyanga's public realm. As a result, Nyanga's public spaces are not clean and are undermaintained, which, in turn, makes these public spaces feel unsafe. Answers to this subsidiary research questions confirm the urgent need for a holistic approach to gender-sensitive outcomes if a safer public environment is desired.

### **5.3.2 Women's fear and urban safety**

#### **1. Are women well-represented in Nyanga?**

No. Research participants mention that there are no women's organisations to join in Nyanga. While BAM might exist as an organisation that was established by women, and for women, and while there might be other faith-based organisations that focus on women's concerns, knowledge of these organisations remains scant, thereby perpetuating perceptions

that women are under-represented in Nyanga's civic and other structures. The ward councillor for Nyanga (namely ward 37) is also a man (Cllr. Lionel Martin), while the sub-council manager is Mr Lunga Bobo, thereby further confirming a lack of women representatives in local political structures.

#### **2. How can ownership of urban spaces be built to initiate safer urban environments?**

Through women's organisations and community development programmes. Such organisations and development programmes would enable women to express themselves and initiate spaces that work for them. However, and as the answer to the previous subsidiary question reveals, such organisations and development programmes are limited in Nyanga, and of greater concern, most women residents remain unaware of the existence of these organisations.

#### **3. Do the activities, land uses and social mix in Nyanga create safety?**

Yes. Women in Nyanga feel safer in active areas and where there is a large amount of foot traffic. Women feel that if something wrong was to happen in these active public spaces, then people would notice and provide support.

#### **4. Can users' feelings and emotions operate as problem-solving tools for urban environments?**

Yes. Allowing users, particularly women, to be part of spatial planning and design processes could help in getting a rich, diverse and deeper understanding of the users' experience.

### **5.3.3 The role of public spaces**

#### **1. Do public spaces in Nyanga represent democratic and public life for self-expression and the development of a community culture?**

No. Research participants mention that they do not visit public spaces unless it is absolutely necessary. As a result, public spaces in Nyanga fail, for the most part, to represent a public life for self-expression and equity for both men and women.

#### **2. Does Nyanga have adequate street space, green areas, parks and recreation facilities which promote activeness in the area?**

No. Research findings demonstrate that public spaces in Nyanga are not clean and they are undermaintained. Women do not use public facilities. There are hardly any parks that are well used in Nyanga, and

most of the “green spaces” are used for illegal dumping as illustrated in Chapter 4.

### **3. How does public space in Nyanga play many roles and act as common grounds where people carry out functional and ritual activities?**

The Nyanga Taxi Interchange (NTI) is the only public space where men and women are able to carry out functional and ritual activities, which adds a layer of safety.

### **4. Do public spaces in Nyanga carry combinations of past and present collective life experiences and meanings for its users?**

If “past and present collective life experiences and meanings” are understood as positive elements that enhance opportunities for collectively and shared memories that are happy, then the answer to this question is: no. Instead, research participants mention that unpleasant events such as robberies, shootings and kidnappings take place in Nyanga public spaces which demonstrates that “past and present experiences and meanings” tend to be negative. These experiences serve only to fuel women’s fear of the public realm, while negating opportunities for collectively.

### **5. Is it important that the municipality has some form of budget, or primary**

### **investment put aside, for public spaces found in townships like Nyanga?**

Yes. It is essential for public facilities, street furniture, signage and public infrastructure to be kept clean and well-maintained by the City of Cape Town. For this to take place, a suitable budget needs to be established and spent. A clean environment is a safe environment.

### **6. Can participation and the active use of public spaces in Nyanga by women alleviate high levels of social exclusion and isolation?**

Yes. The active use of public spaces in Nyanga by women can instil and promote the empowerment of women and their social inclusion in the community.

### **7. Do public spaces in Nyanga allow for everyone to feel welcome?**

No. Women in Nyanga avoid using public spaces unless if they have to go to school or work and/or to go buy groceries.

### **8. Does considering the different types of public spaces and their roles in the city help with the development of urban planning interventions that provide gender-sensitive safety outcomes?**

Yes. Research findings demonstrate that pairing activities and land uses enhances the usage of public spaces and promotes safety in urban spaces.

## **5.4 Assessment Criteria in the Context of Nyanga**

The themes discussed in Section 5.3 encompass assessment criteria used to analyse the research findings in Chapter 4. In this section, these criteria are restated (in bold text) for the purpose of identifying the problems associated with each criterion. The identified problems need to be addressed if gender-sensitive safety outcomes are sought for Nyanga.

### **5.4.1 Women’s fear and urban safety**

**Accessibility:** Public spaces in Nyanga were not found to have safe and clear accessibility. Public facilities are also located far apart from each other which creates unsafe zones between public facilities.

**Cleanliness of public utilities:** Public utilities are not clean and are undermaintained.

**Visibility:** Pedestrian paths tend to be obstructed by trees, undermaintained landscaping and uncollected refuse.

**Good street lighting:** Street lights are either always on, or they are non-functional at night. Regardless, there is a general lack of good street lighting throughout Nyanga's public realm.

**Mix of land uses:** There is a lack of mixed land uses along Emms Drive and New Eisleben Road. Monofunctional land uses, and the fact that building setbacks desist from creating an active street edge, results in a lack of natural surveillance. A lack of natural surveillance fuels a sense of insecurity and unsafety.

#### **5.4.2 The role of public spaces**

**Street layouts, physical barriers, the thresholds between public/semi-public/semi-private/private spaces:**

There is a lack of linkage and integration of public spaces throughout Nyanga, and the thresholds between private and public spaces are illegible.

**Security:** Despite the high levels of crime in the area, there is a lack of security and public protection.

**Appropriate public infrastructure:** The public infrastructure in Nyanga is undermaintained.

Now that the main and subsidiary research questions have been answered, the next section will focus on visually representing some of the research findings that make Nyanga's public spaces unsafe.

Thereafter, examples of desired public spaces that could promote safety in areas like Nyanga are presented.

### 5.4.3 Areas of focus

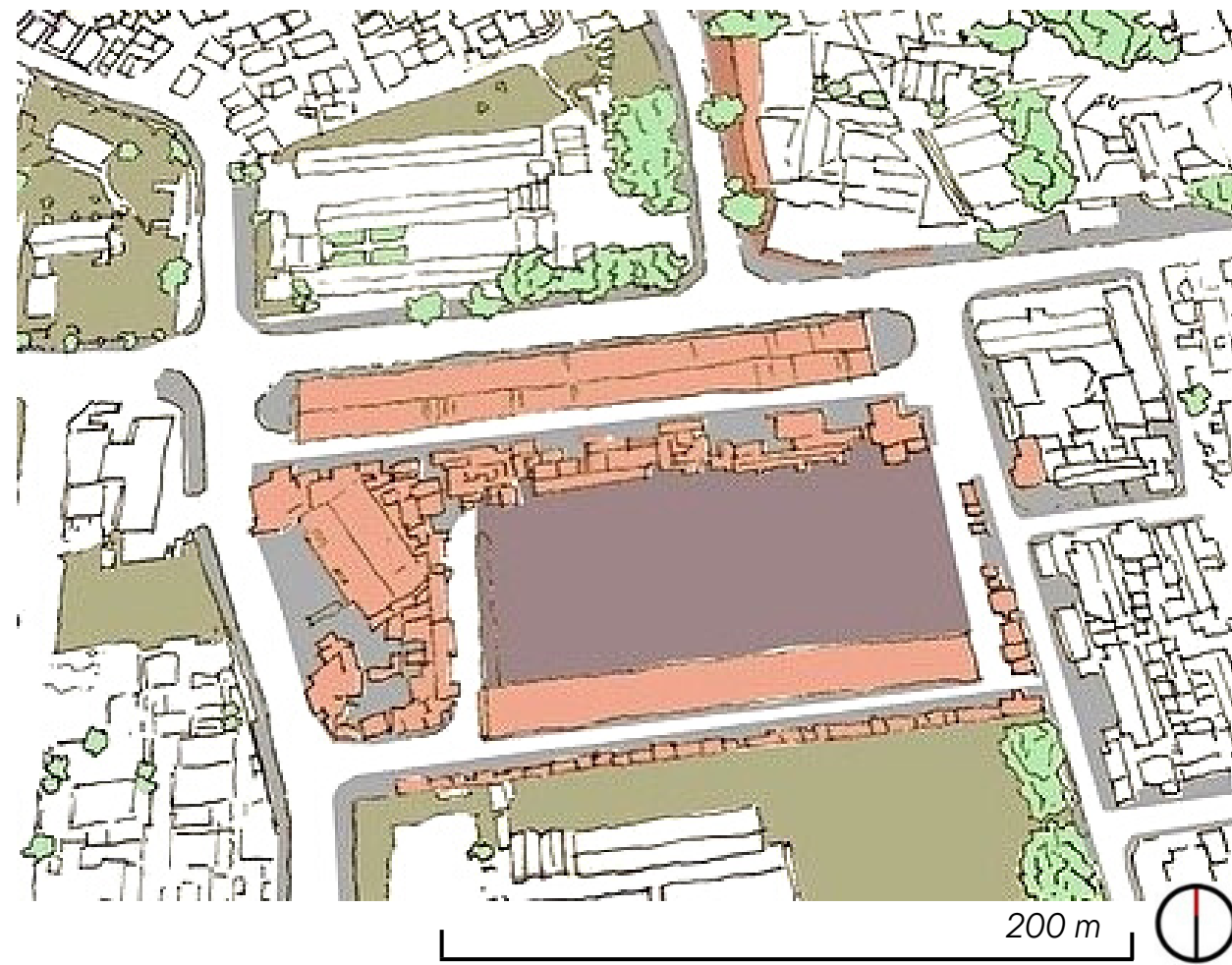


Figure 5.4.3a: NTI existing map (Author's own adapted Google Earth, September 2022)

-  Pedestrian paths
-  Open public spaces
-  Retail nodes
-  Trees
-  Transport nodes



Figure 5.4.3b: Emms Drive existing map (Author's own adapted Google Earth, September 2022)

-  Pedestrian paths
-  Open public spaces
-  Trees
-  Transport nodes



Figure 5.4.3c: New Eisleben Road existing map (Author's own adapted Google Earth, September 2022)

-  Pedestrian paths
-  Open public spaces
-  Trees
-  Transport nodes

## 5.5 What Not to Do

1.



Figure 5.5.1: Placement of trees and the size of tree branches that obstruct visibility (Author's own adapted from USDG, September 2022)

### 5.5.1 Placement of trees and the size of tree branches that obstruct visibility

Before presenting precedent studies of possible spatial planning interventions that could address the pressing issues presented in Chapter 4, I start by visually representing an undesired public space based on the answers from the main and subsidiary research questions.

Trees do not have to be completely removed from the urban environment to promote safety in public spaces. Instead, as argued by Jacobs (1985), trees and a well-maintained landscape can contribute to the quality and safety of the urban environment (see 2.3.2). This can be done without obstructing visibility, signages, spatial legibility and limiting the users' ability to navigate the environment.

2.

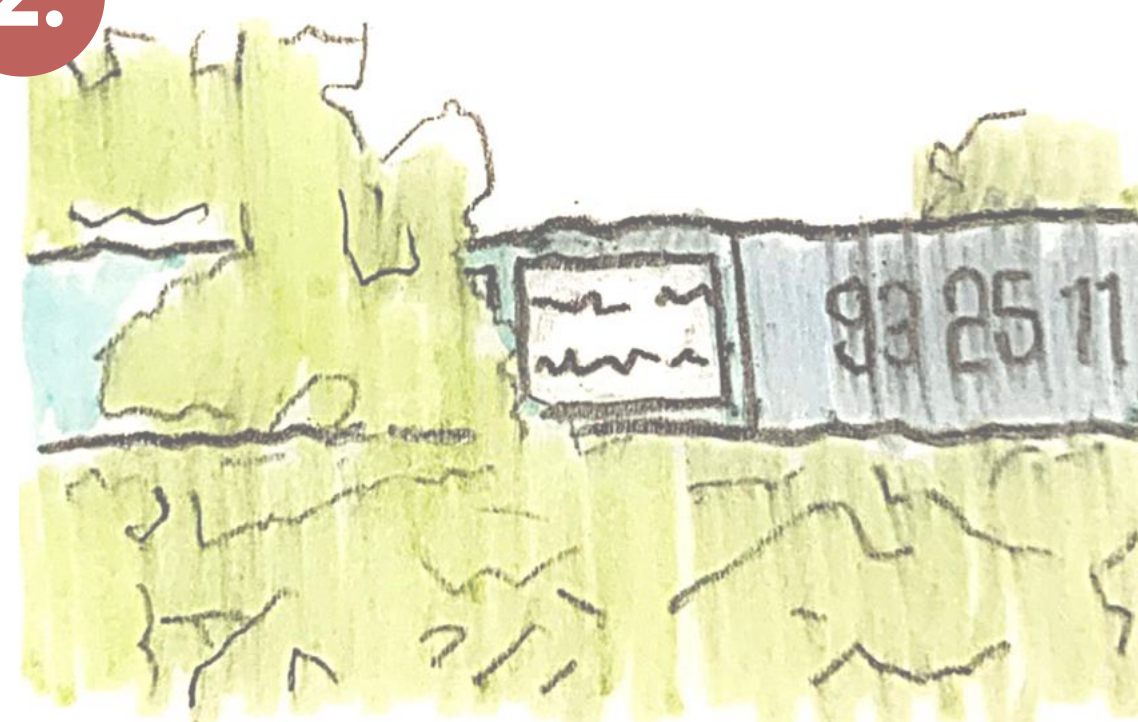


Figure 5.5.2: Non-visible signage (Author's own adapted from USDG, September 2022)

### 5.5.2 Non-visible signage

Signage and trees should not be placed in a way that one cannot see where one is going.

Trees should not slant into the paths, as this could reduce walking clearance. Furthermore, trees should not compromise walking spaces, and they should not be allowed to block the pedestrian path.

This can make pedestrians, especially women, feel scared and anxious when navigating public spaces thus limiting them from accessing certain parts of the urban environment (Mahadevia and Lathia, 2019) (see 2.3.1).

3.



Figure 5.5.3: Cars using and damaging pedestrian paths (Author's own adapted from USDG, September 2022)

### 5.5.3 Cars using and damaging pedestrian paths

On New Eisleben Road, people with cars tend to park on pedestrian paths. This reduces walking space, forcing pedestrians to walk on the roads. This puts pedestrians at risk. Women with children do not often feel safe walking along New Eisleben Road.

Potholes on the roads force drivers to drive on pedestrian paths. This explains the poor quality of the pavements along the streets in the area.

Cars driving on pedestrian paths also damage the material of the pathways. Damaged and undermaintained public infrastructure increase the areas vulnerability.

## 5.6 Precedents

1.



Figure 5.6.1: Safe City: Harare Park (Cooke et al., 2019)

The Cape Town-based precedents presented in this section serve to promote “a safe city”, “a convenient city”, and “a city of distinctive public spaces”. Together, these desired outcomes—and accompanying spatial principles—reveal the types of interventions needed to foster gender-sensitive safety outcomes in Nyanga.

### 5.6.1 Safe City: Harare Park

Spatial arrangement in a city can contribute to making an area feel safer for users to navigate public spaces.

Harare Park, which forms part of a sequences of public spaces that connect to Khayelitsha rail station, is an example of a “safe city”.

In this area safety tools such as 24-hour activities and land uses, multiple access

2.



Figure 5.6.2: Convenient City: Govan Mbeki Corridor (Cooke et al., 2019)

points to public sites, formal and informal surveillance, “ownership” of public spaces by both men and women, well-utilised public transport, and equity are used as principles that help in coming up with spatial planning interventions that promote a “safe city”.

This research uses a similar approach to establish recommendations and spatial planning interventions for the explicit purpose of addressing the research findings presented in Chapter 4 and the problems highlighted under Section 5.4.

### 5.6.2 Convenient City: Govan Mbeki Corridor

High density activity corridors are another urban safety tool that could contribute to population concentration, increased foot traffic and natural surveillance in public spaces.

3.



Figure 5.6.3: City of Distinctive Public Spaces: Langa Market Square (Cooke et al., 2019)

The Govan Mbeki Corridor located in Gugulethu highlights the value of a mixed-use area and an integration of public spaces to promote urban safety. Encouraging agriculture in some open public spaces gives local residents, particularly women, ownership over public spaces in their neighbourhood. This alleviates fear and anxiety of occupying public spaces. This also creates a sense of community, belonging and allows residents to look out for one another. This contributes to safety and the idea of a “convenient city”.

### 5.6.3 City of Distinctive Public Spaces: Langa Market Square

Distinctive public spaces connect to mobility and transport corridors. The connectedness of such spaces makes it convenient for pedestrians to navigate public spaces. This speaks of Trancik's

(1986), “linkage” theory that necessitates physical connection between activity nodes, which if well designed, integrated and well used, can serve to enhance the safety between activity nodes.

A continuity of public spaces provides for social spaces such as the selling of goods, performances, parks, restaurants, healthcare facilities, and other activities that enable a “city of distinctive public spaces”.

The convenience and connectedness of public spaces can also contribute to the safety of an area. This will be explored in the sections to follow.

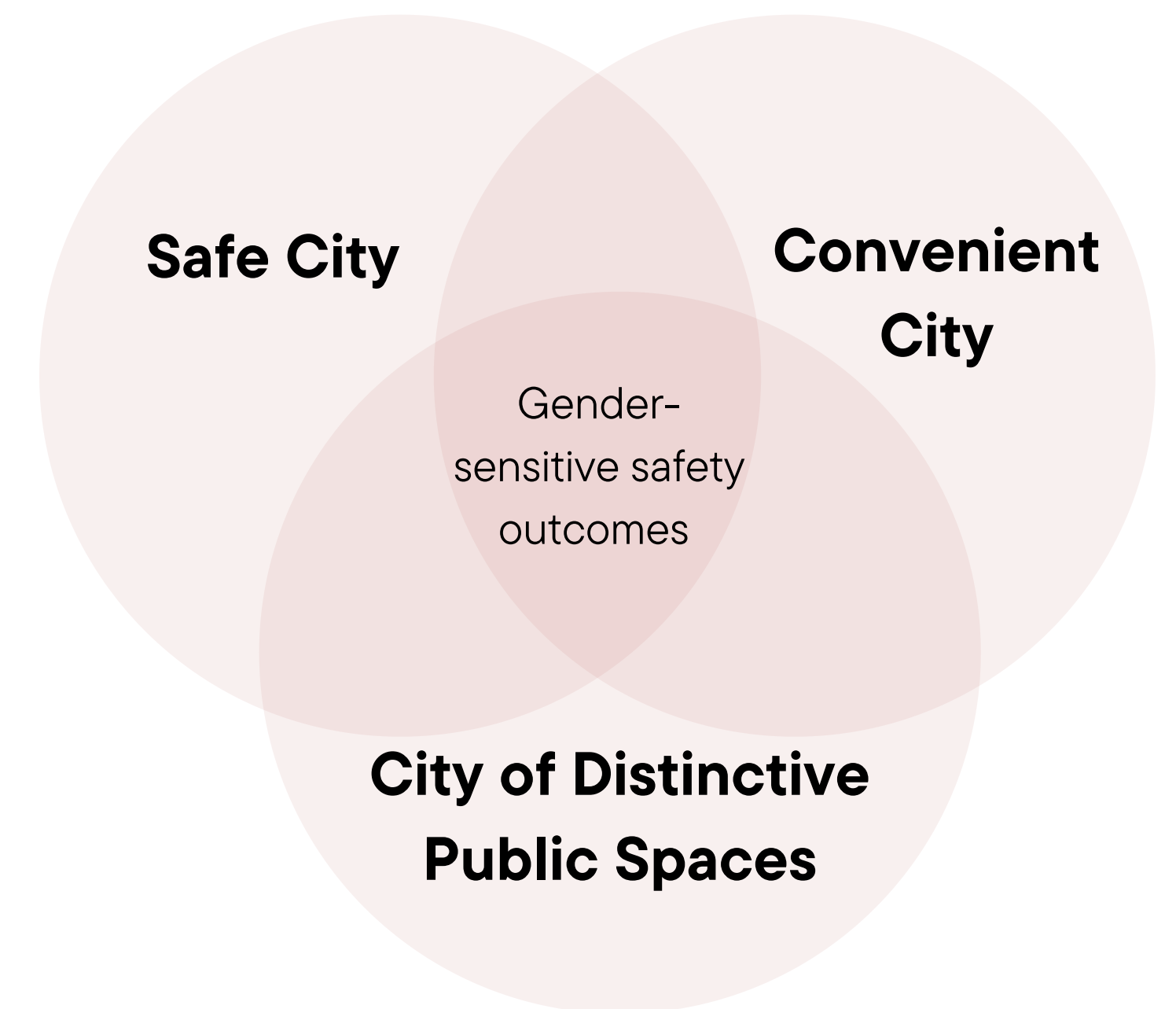


Figure 5.6.4: The relationship between the precedent studies (Author's own, October 2022)

## 5.7 Recommendations: Public Facilities

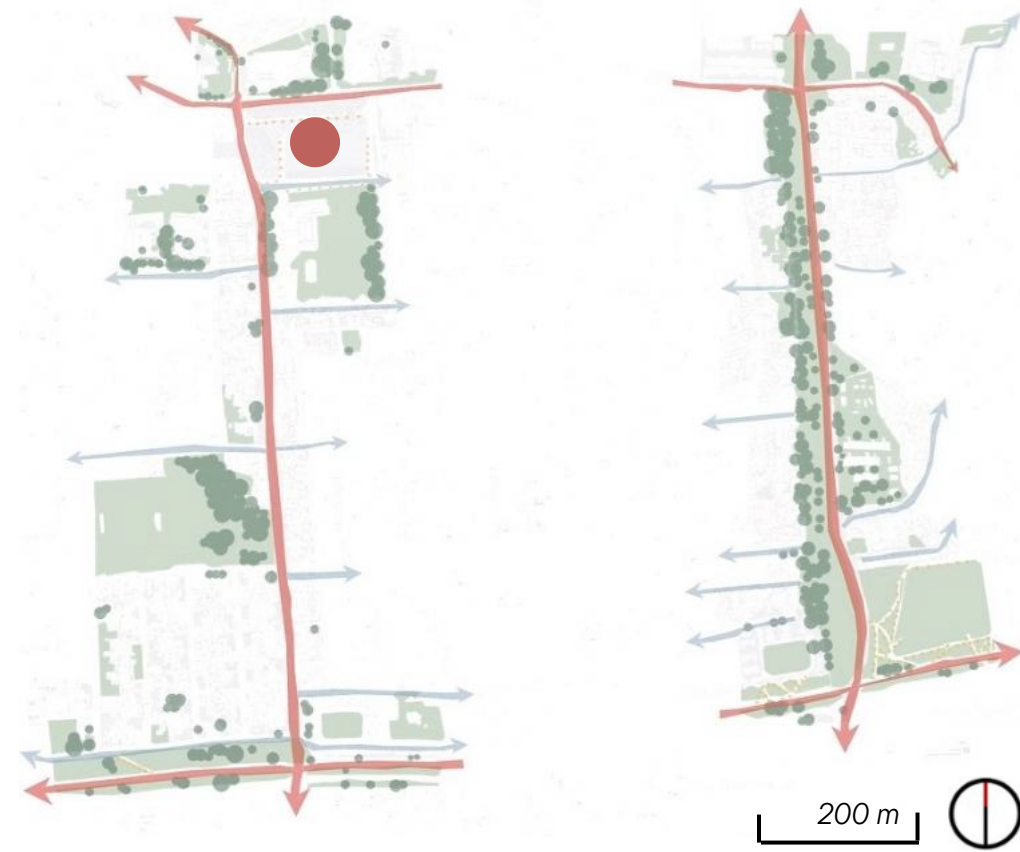


Figure 5.7.1: Area map showing location of site (Author's own adapted from Google Earth, September 2022)



Figure 5.7.2: Site image of public toilet (Author's own, September 2022)

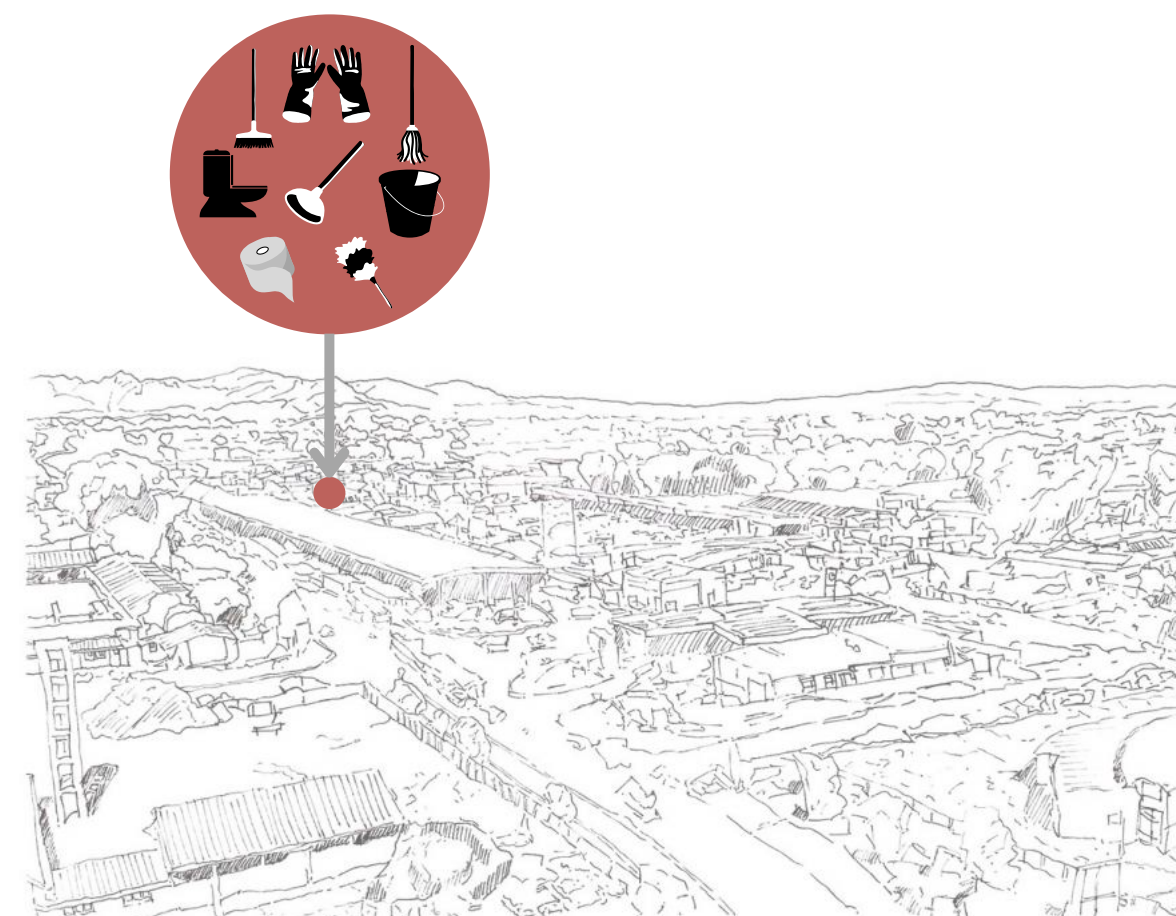


Figure 5.7.3: Site sketch of NTI (Author's own, September 2022)



Figure 5.7.4: Maintenance system (Author's own adapted from USDG, September 2022)

### 5.7.1 Public toilets:

Research participants want clean and well-maintained public facilities, including public toilets.

A rotational cleaning system should be introduced in Nyanga for public facilities to be kept clean and well-maintained. This could encourage local residents and visitors to use the facilities and help in keeping them clean as well.

Such facilities should also be easily accessible and integrated within the surroundings. They should be placed near transit stations and off-street parking areas, in order to allow people, particularly women, to move freely in their neighbourhood while feeling safe.

Security and protection (Rozhan et al., 2015) (see 2.3.4)— should also be enforced in such areas.



Figure 5.7.5: Placement of public toilet (Author's own adapted from USDG, September 2022)

## 5.8 Recommendations: Street Furniture and Signage



Figure 5.8.1a: Public seating (Author's own adapted from USDG, September 2022)



Figure 5.8.1b: Site image



Figure 5.8.3a: Public advertising (Author's own adapted from USDG, September 2022)



Figure 5.8.3b: Site image



Figure 5.8.5a: Pathway and informal trading (Author's own adapted from USDG, September 2022)



Figure 5.8.5b: Site image

### 5.8.1 Public seating:

Research participants want to be comfortable when using public seating.

Seating should be easily accessible and placed where there is street lighting, activity and transport nodes. Seating should also be at the frontage edge of pedestrian paths. Lastly, seating should be accompanied by shading that does not obstruct visibility.



Figure 5.8.2a: Public seating at bus stops (Author's own adapted from USDG, September 2022)

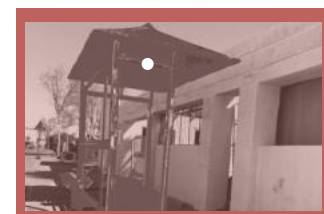


Figure 5.8.2b: Site image

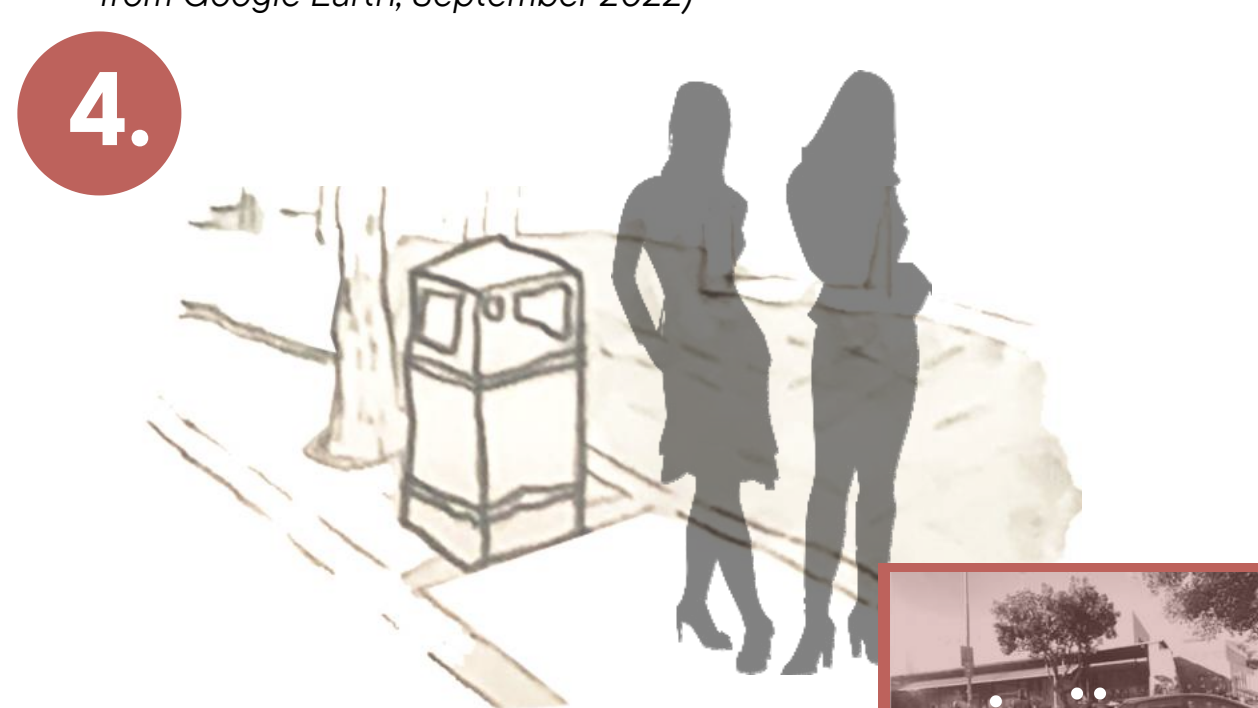


Figure 5.8.4a: Public bins (Author's own adapted from USDG, September 2022)



Figure 5.8.4b: Site image



Figure 5.8.6a: Cafe/social spaces (Author's own adapted from USDG, September 2022)

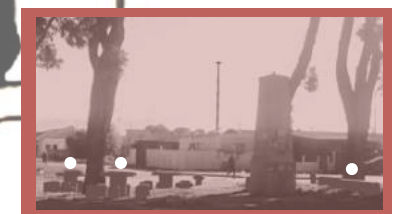


Figure 5.8.6b: Site image

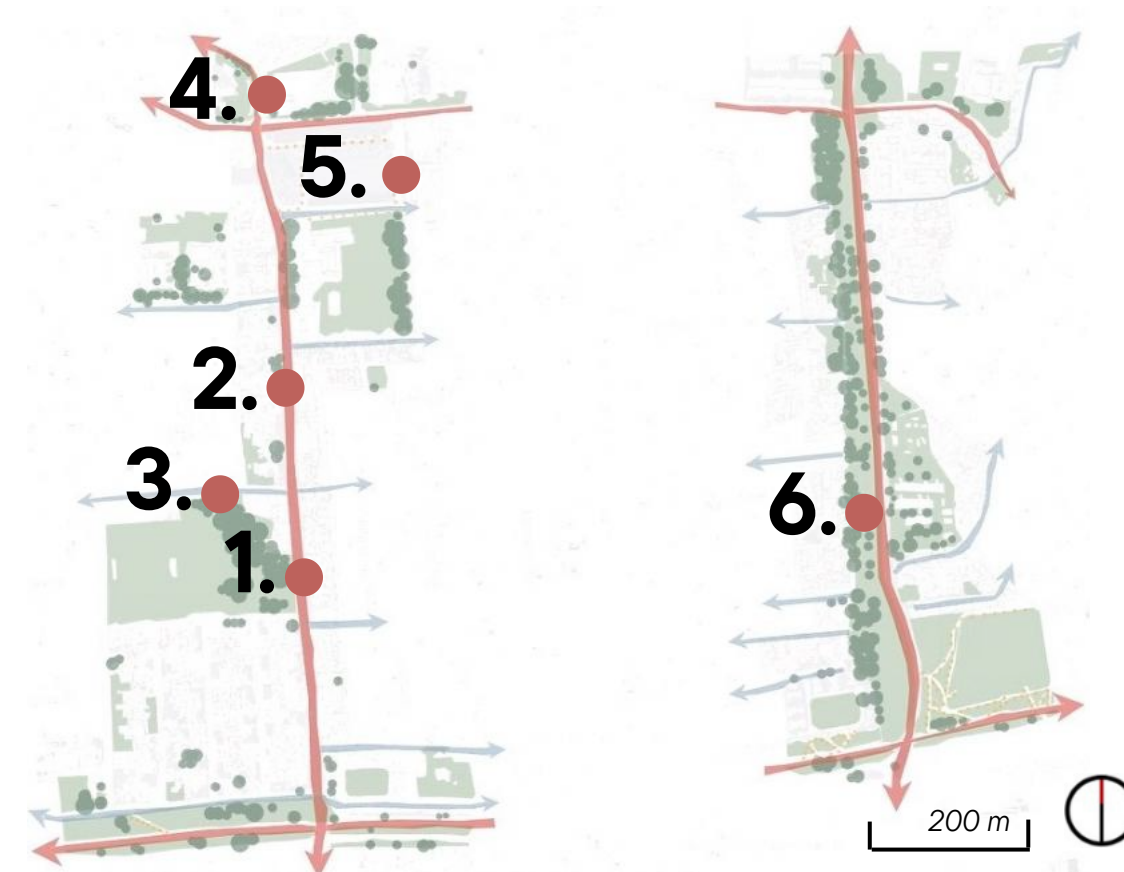


Figure 5.8a: Area map showing location of site (Author's own adapted from Google Earth, September 2022)

### 5.8.2 Public bins:

A well-maintained environment needs public bins to be placed at frequent intervals in multi-utility zones as opposed to pedestrian paths.

Public bins at frequent intervals allows for easy accessibility, regular replacement and maintenance. Public bins should be placed near public facilities, activity and transport nodes/stations.



Figure 5.8.7a: Interactive facade and clear pathway (Author's own adapted from USDG, September 2022)



Figure 5.8.7b: Site image

### 5.8.3 Lighting and signage:

Good lighting is essential for the safety of people who navigate and occupy public spaces. Unobstructed good quality lighting promotes safe environments.

Street lighting should be managed. It should be scheduled to turn on at night and off during the day to maintain the quality of the light. The light pole should not obstruct any signage, such as, for example, advertising advert boards or path visibility. Active building facades also promotes urban safety and provides natural surveillance to paths.

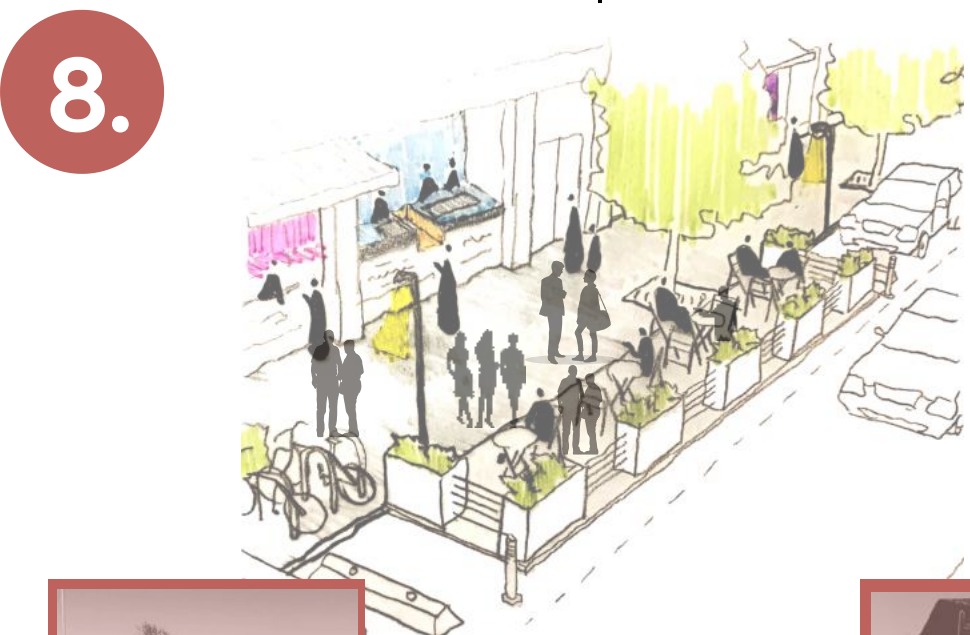


Figure 5.8.8a: Active edge/social space (Author's own adapted from USDG, September 2022)

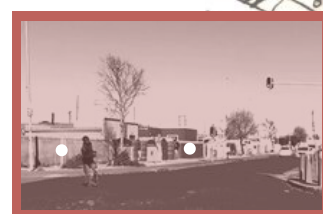


Figure 5.8.8b: Site image

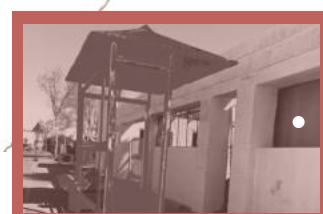


Figure 5.8.8c: Site image

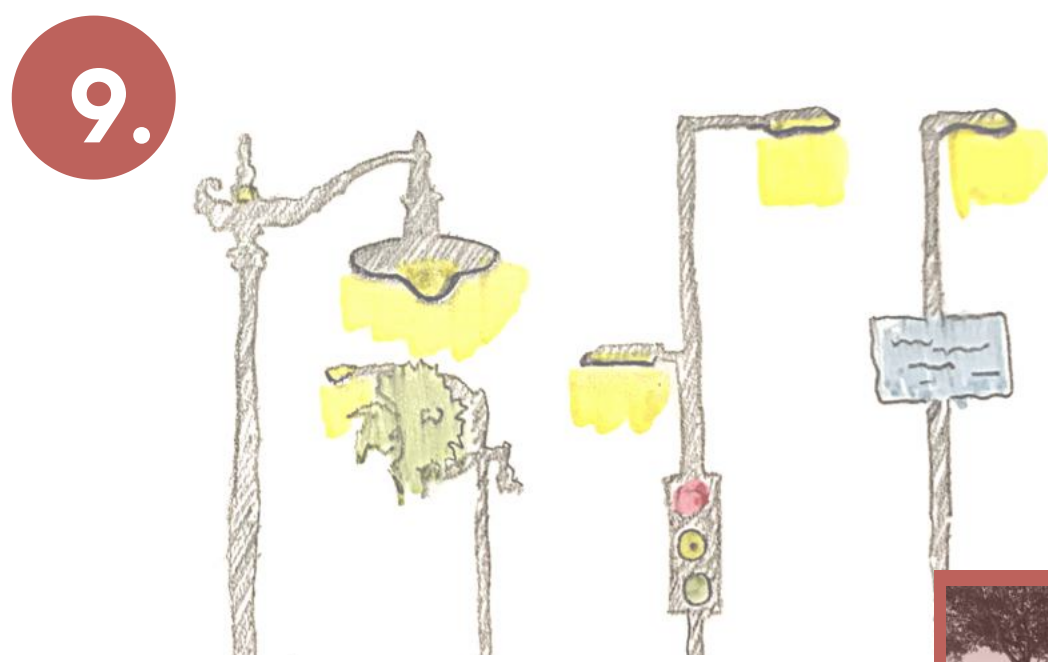


Figure 5.8.9a: Unobstructed good quality lighting (Author's own adapted from USDG, September 2022)



Figure 5.8.9b: Site image

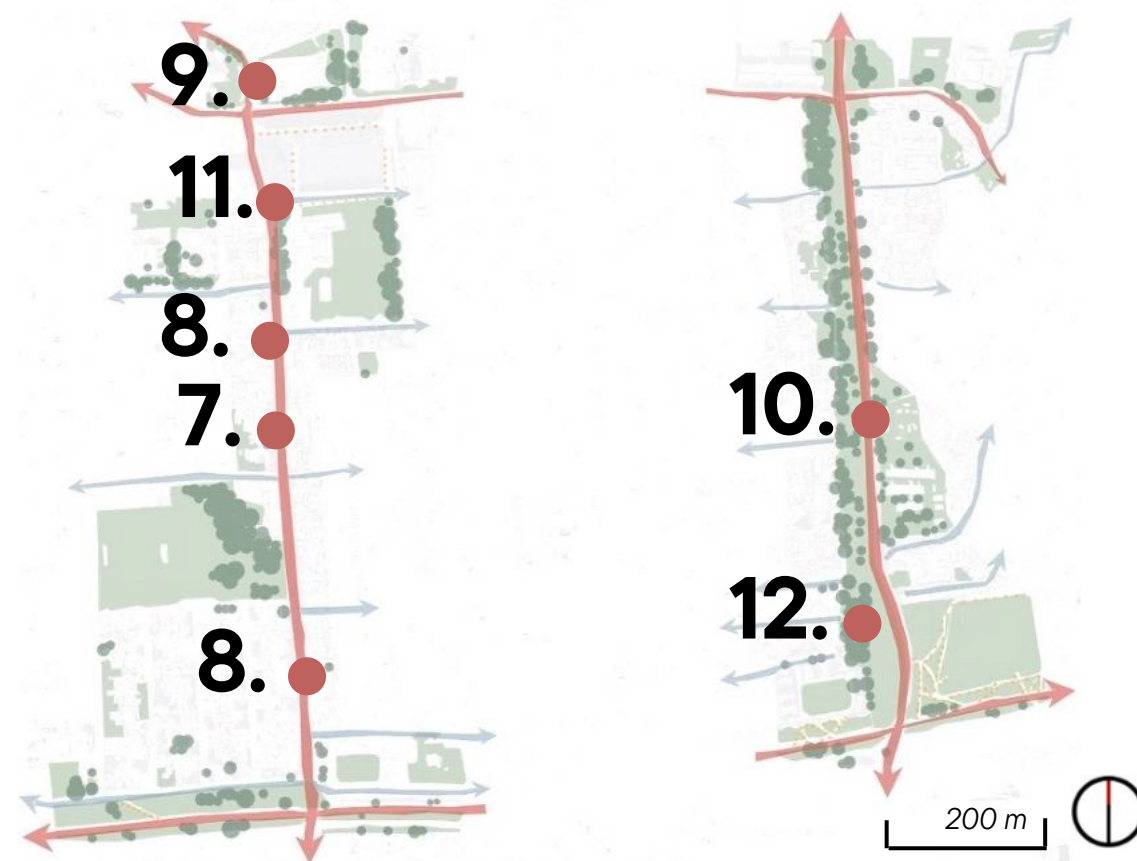


Figure 5.8.b: Area map showing location of site (Author's own adapted from Google Earth, September 2022)



Figure 5.8.10a: Placement of trees and lighting and type of tree species (Author's own adapted from USDG, September 2022)

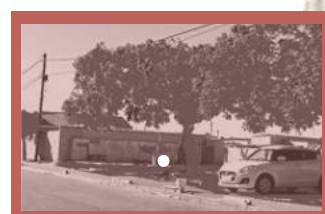


Figure 5.8.10b: Site image

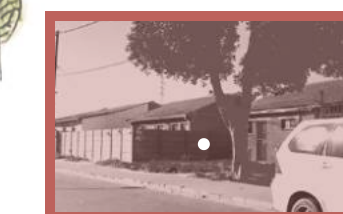


Figure 5.8.10c: Site image



Figure 5.8.11a: Well-lit clear pathway (Author's own adapted from USDG, September 2022)



Figure 5.8.11b: Site image

### 5.8.4 Trees and landscape:

The trees and landscape in Nyanga should not be removed. Instead, they should be placed along streets to separate, frame and enhance pedestrian movement.

Type of tree species should not obstruct path visibility. The maintenance of the urban environment and the safeguarding of trees (by using tree grates) is essential for keeping the public spaces in good quality and safe.



Figure 5.8.12a: Protected trees and maintained landscape (Author's own adapted from USDG, September 2022)

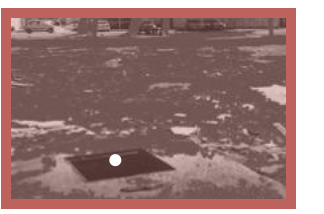


Figure 5.8.12b: Site image

## 5.9 Recommendations: Addressing Urban Vulnerability

1.

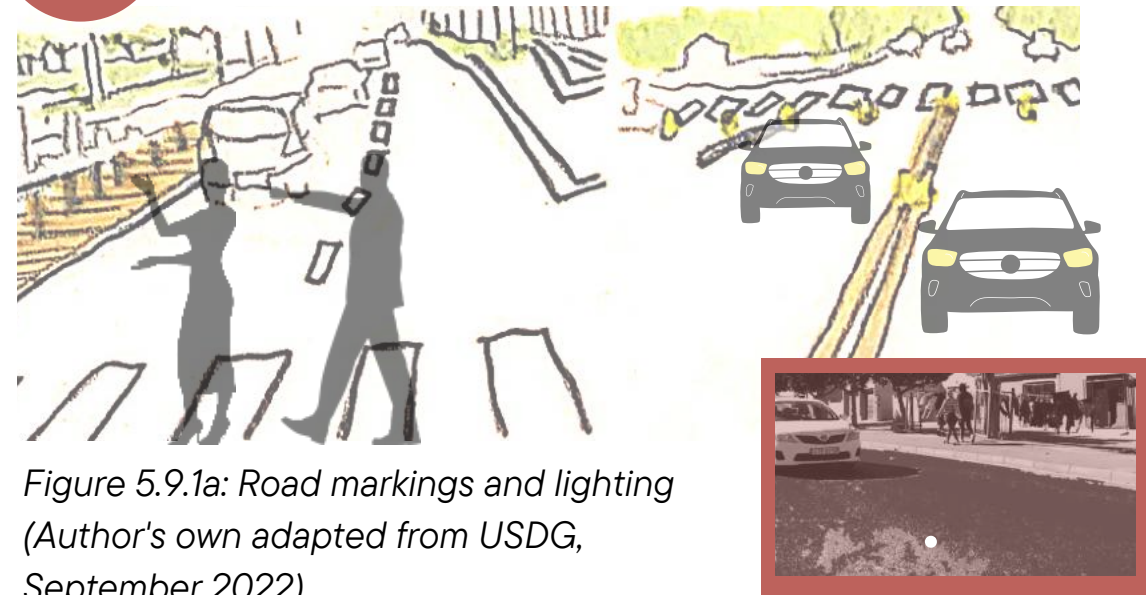


Figure 5.9.1a: Road markings and lighting (Author's own adapted from USDG, September 2022)

Figure 5.9.1b: Site image

### 5.9.1 Promoting quality open spaces:

Vacant open spaces such as parking lots should be multi-usable, robust and accommodate activities such as community performances, community protests (for self-expression), marketing events, and other activities in the area.

These spaces should be easily accessible by the public and should promote community development. A provision of maintained and adequate public infrastructure—including street furniture, signage, and landscaping—is essential to promoting safety in such spaces.

2.



Figure 5.9.2a: Social/liminal space (Author's own adapted from USDG, September 2022)

Figure 5.9.2b: Site image

3.



Figure 5.9.3a: Unobstructed road intersections (Author's own adapted from USDG, September 2022)

Figure 5.9.3b: Site image

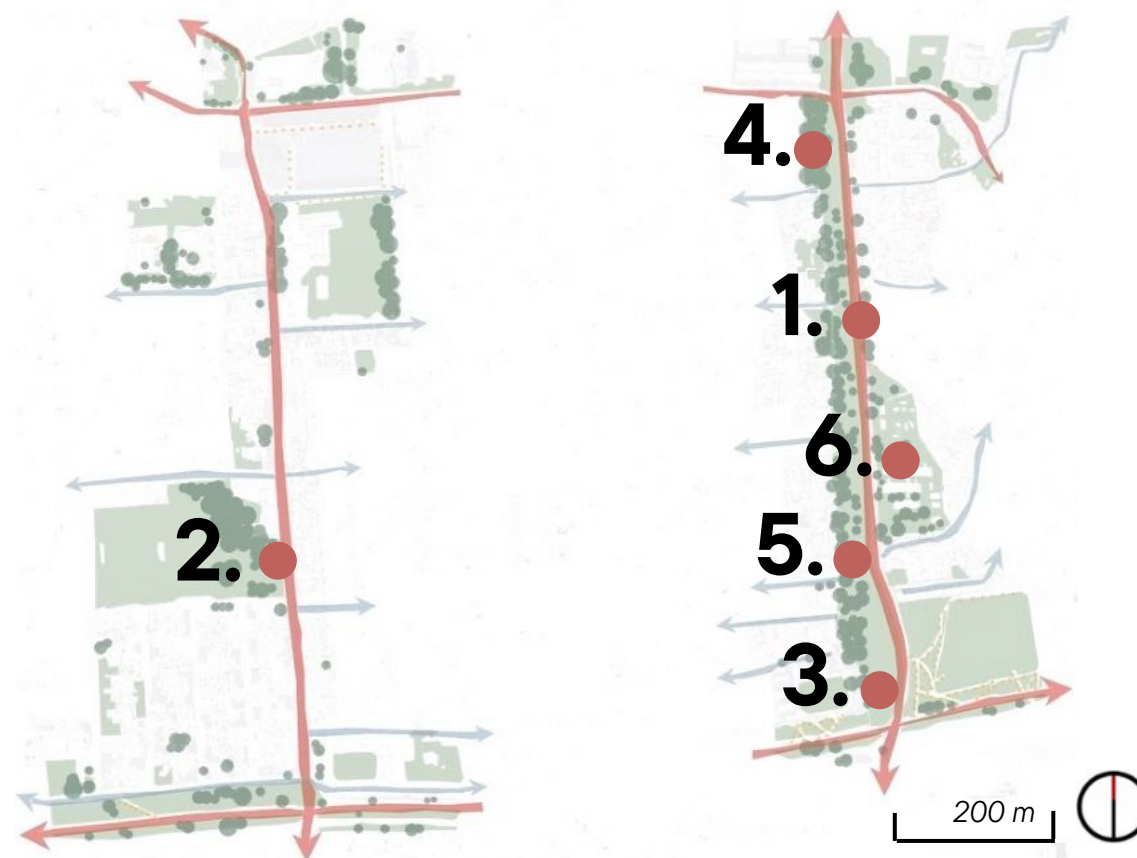


Figure 5.9: Area map showing location of site (Author's own adapted from Google Earth, September 2022)

4.



Figure 5.9.4a: Self-expression public space (Author's own adapted from USDG, September 2022)

Figure 5.9.4b: Site image

5.



Figure 5.9.5a: Selling/market space (Author's own adapted from USDG, September 2022)

Figure 5.9.5b: Site image

### 5.9.2 Parks:

Research participants, including mothers and young women want to be able to use the park without fear.

Mothers should be able to take their children to a clean and safe playing area.

Parks should be easily accessible by the public. There should be public furniture and other facilities provisioned in public parks. In addition, young women should be able to visit the park at any time of the day without fearing that there is no security or that something might happen to them.

6.



Figure 5.9.6a: Clean parks and playgrounds (Author's own adapted from USDG, September 2022)

Figure 5.9.6b: Site image

## 5.10 Site 1: Nyanga Taxi Interchange (NTI) Interventions

- MAIN ROAD
- SECONDARY ROAD
- PEDESTRIAN PATH



Figure 5.10.1: Public bins to be placed in and around the NTI starting from Great Dutch Street (Author's own, September 2022).

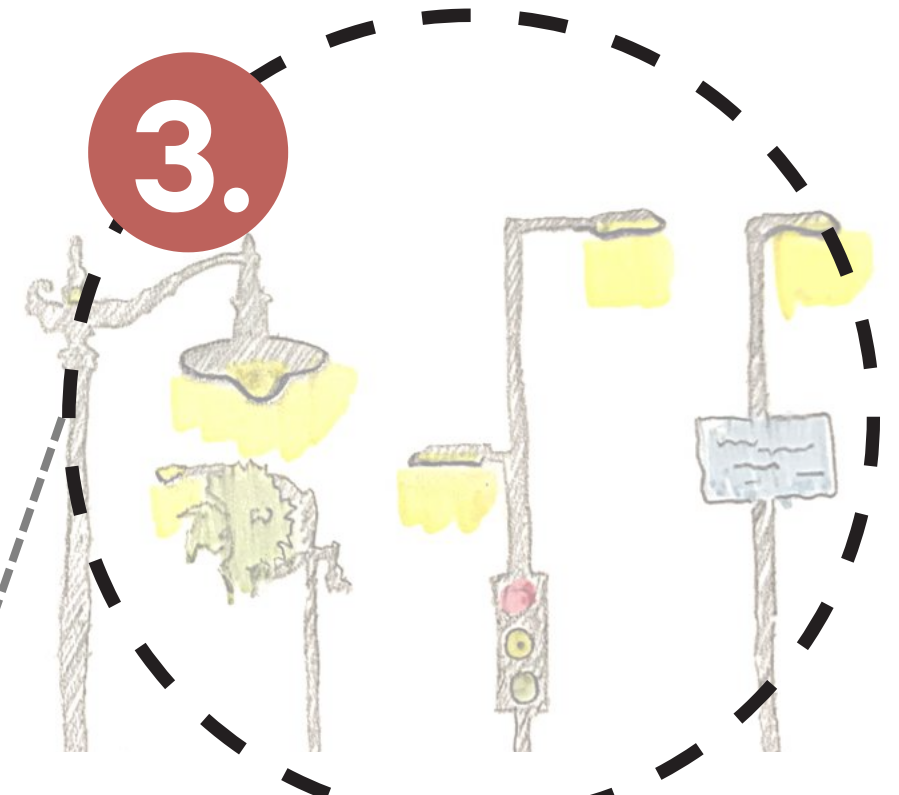


Figure 5.10.3: Good quality street lighting on the Slthandatu Avenue (Author's own, September 2022).



Figure 5.10.4: Public facility maintenance for NTI and Slthandatu Street (Author's own, September 2022).

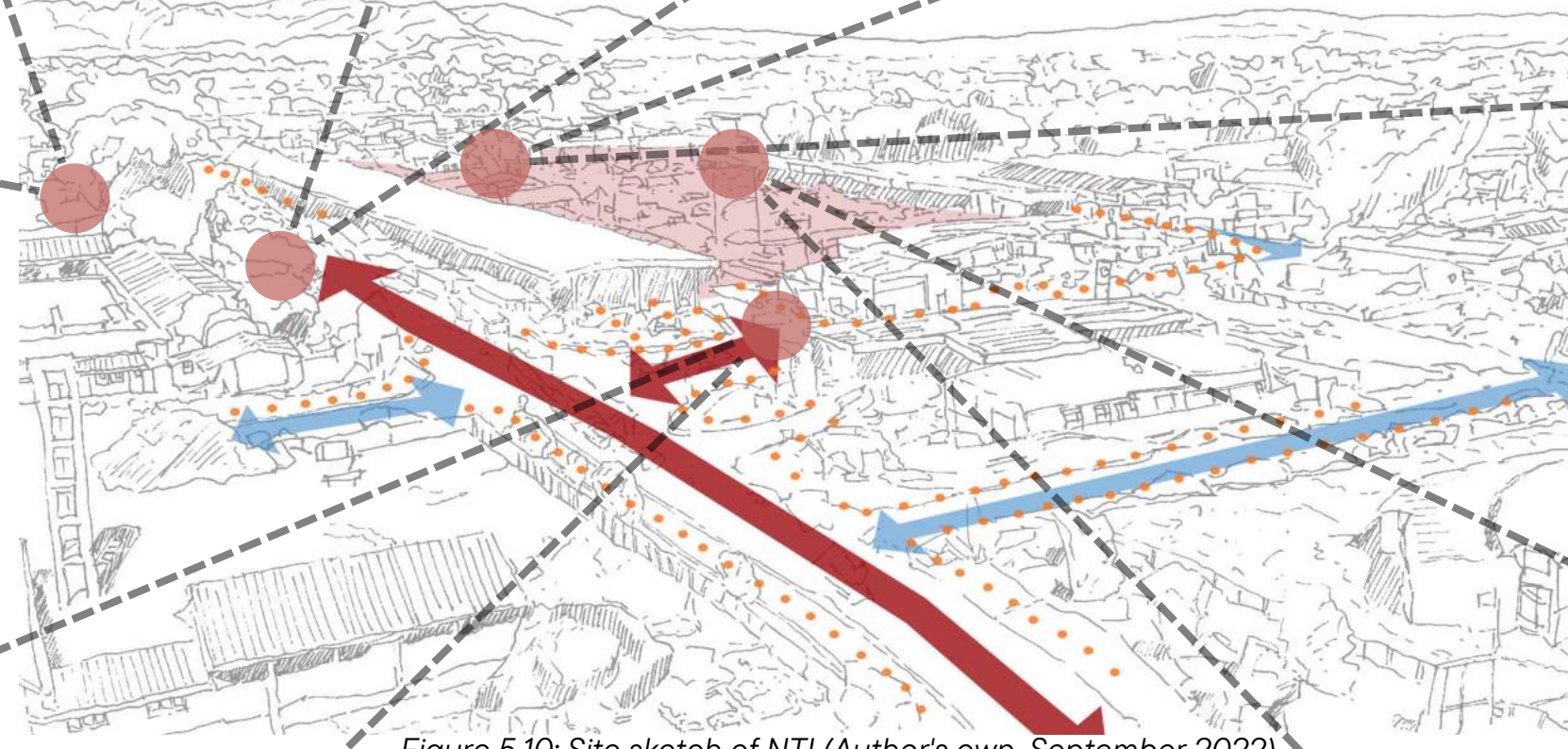


Figure 5.10: Site sketch of NTI (Author's own, September 2022)



Figure 5.10.2: Good quality street lighting and clear paths (visibility) for the Slthandatu Avenue, Z Memani Road and Emms Drive intersection (Author's own, September 2022).

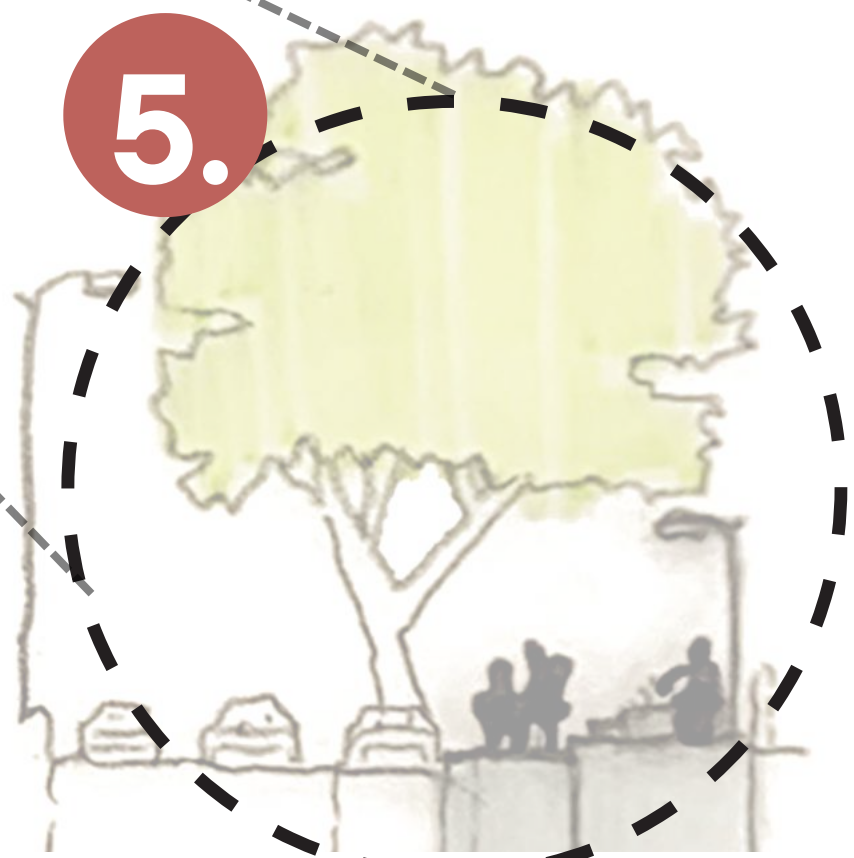


Figure 5.10.5: Well-designed designated spaces for street vendors, pedestrian walkways, trees, and unobstructed lighting and visibility (Author's own, September 2022).

### Application to site:

NTI remains an active transport and trading node in Nyanga. However, for this site to make women feel safe, security (both formal and informal) measures need to be put in place. Police or members of the community, particularly men, need to ensure that there is a 24-hour patrolling system to ensure that all local residents and visitors are safe at all times.

Other tools, as illustrated in figures 5.10.1-5.10.5, are to be considered when implementing spatial planning interventions for NTI, so that gender-sensitive safety outcomes are realised.

## 5.11 Site 2: Emms Drive Interventions

- MAIN ROAD
- SECONDARY ROAD
- PEDESTRIAN PATH

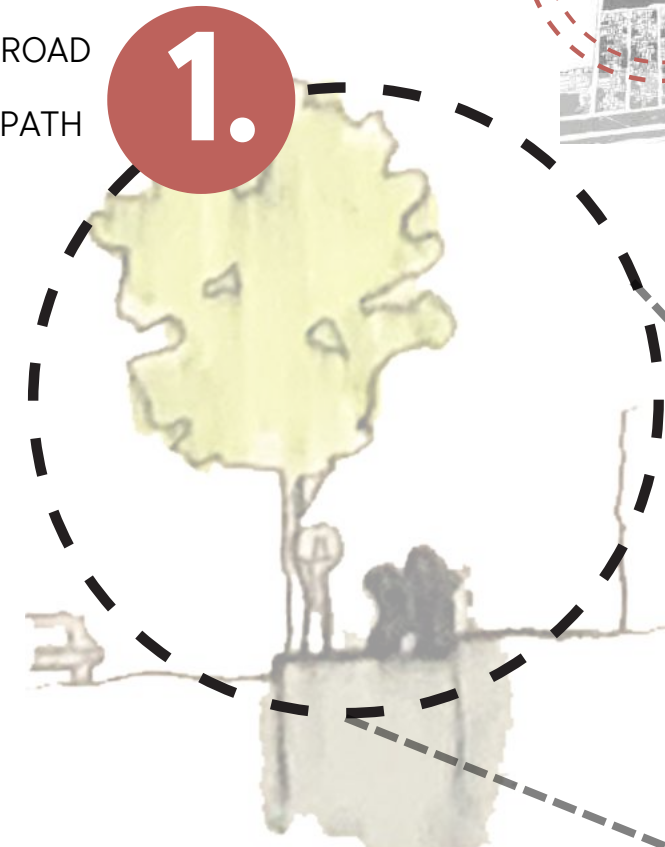


Figure 5.11.1: Trees placed upright for shading near Emms Drive bus stops should not obstruct any signage or pedestrian path visibility (Author's own, September 2022).

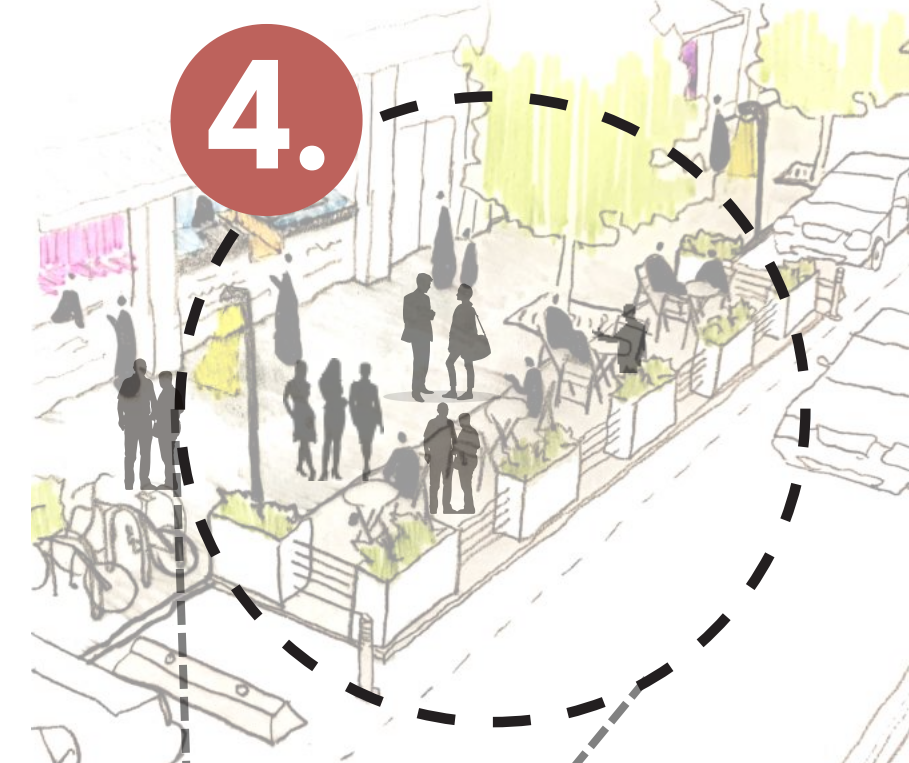


Figure 5.11.4: An active edge on Emms Drive could contribute to the paths activeness where one can wait, socialise and rest. The activeness and natural surveillance could act as an element of safety (Author's own, September 2022).



Figure 5.11.5 Another way to promote natural surveillance on Emms Drive would be through an interactive façade which could contribute to the paths identity and experience of the site, also adding natural surveillance as an element of safety (Author's own, September 2022).



Figure 5.11.2: Advertisement boards should not be obstructed. Boards should be visible from afar and should be accompanied by good lighting for visibility at night (Author's own, September 2022).

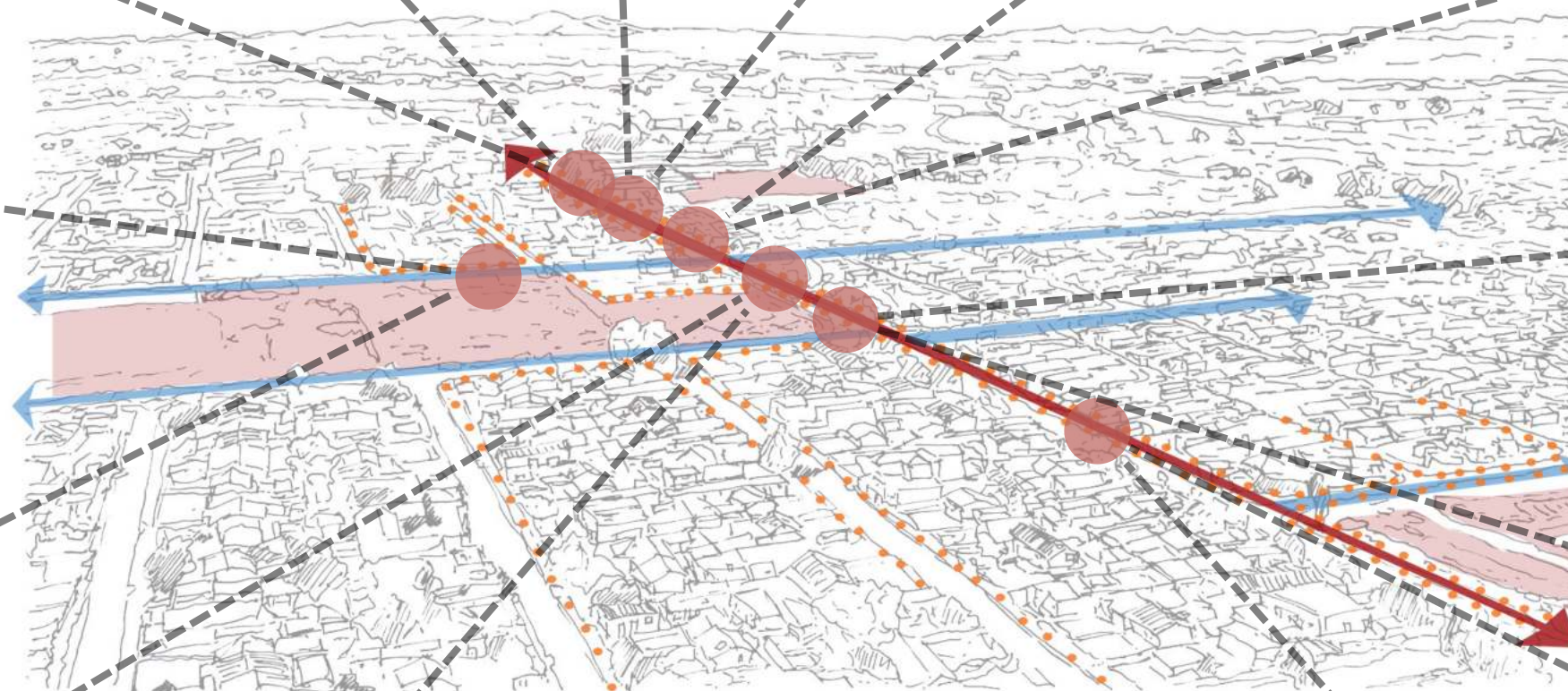


Figure 5.11: Site sketch of Emms Drive (Author's own, September 2022)

### Application to site:

Most robberies take place along Emms Drive. However, there is an opportunity for activities that could encourage natural surveillance at different intervals. People could open spaza shops/cafes or even restaurants to create active edges that would promote population concentration, movement, and increase the foot traffic. To this end, the City of Cape Town's Development Management Scheme (DMS) should accommodate mixed land use developments and increased residential densities along Emms Drive. People, particularly women, feel safer in spaces where there is a variety of land uses and a large foot traffic (see 4.3.1.2).

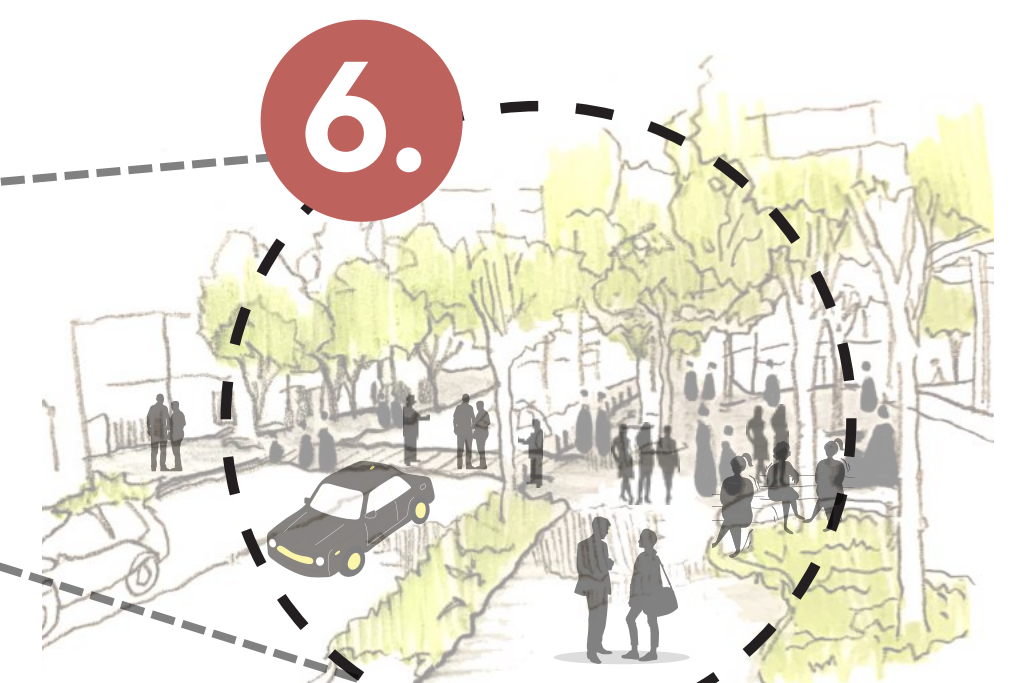


Figure 5.11.6: The open space near the liquor outlet on Emms Drive next to Maphindi's Butchery could be used as a social space such as a buy and braai area. This could add an element of safety (Author's own, September 2022).

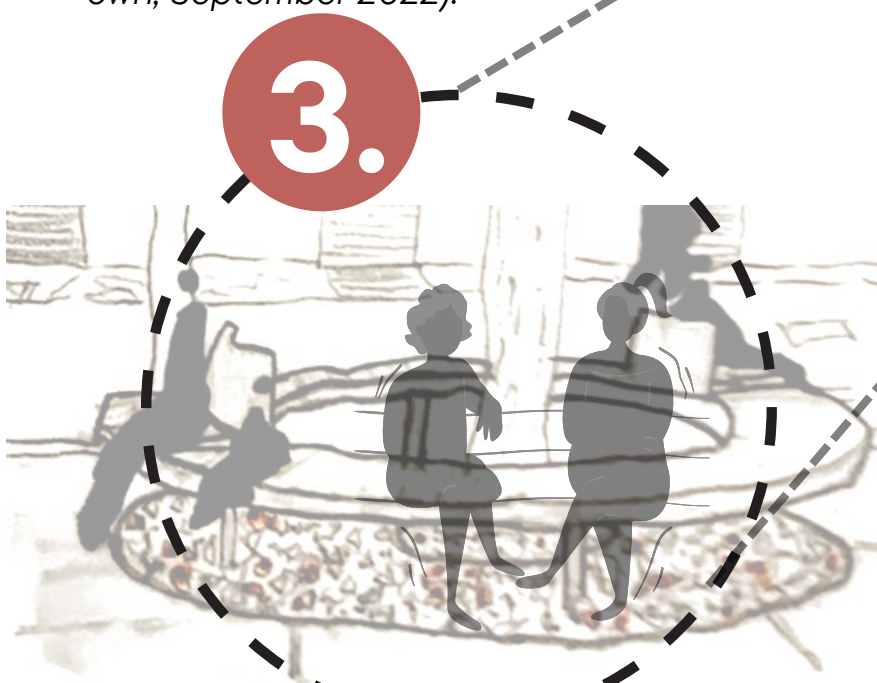


Figure 5.11.3: Public seating near open spaces and retail and/or trading nodes should be easily accessible and on a frontage of pedestrian paths to promote natural surveillance (Author's own, September 2022).

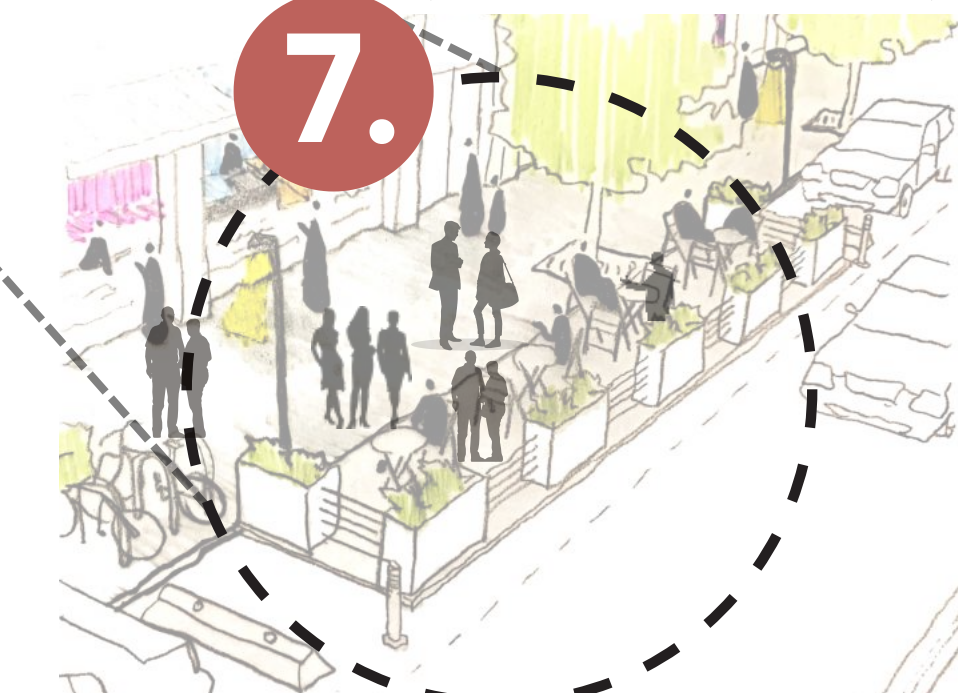


Figure 5.11.7: More than one active edge on Emms Drive could contribute to the paths activeness where one can wait, socialise and rest. The activeness and natural surveillance could act as an element of safety (Author's own, September 2022).

## 5.12 Site 3: New Eisleben Road Interventions

- MAIN ROAD
- SECONDARY ROAD
- PEDESTRIAN PATH



Figure 5.12.1: Spaza shops and cafes at different intervals are ideal especially on a long stretch of road like New Eisleben Road. Such social spaces add to the natural surveillance of the area (Author's own, September 2022).



Figure 5.12.4: Open hard spaces on New Eisleben Road should be cleaned and maintained. These spaces can be used for performances, protests, art exhibitions etc. This space should allow for members of the community to express themselves in various ways (Author's own, September 2022)



Figure 5.12.5: New Eisleben Road is wide and used a lot by vehicles. Pedestrians, particularly women, walking with children should be accommodated. Signage on the roads and good quality lighting should be implemented to promote safety especially for those who navigate the space at night (Author's own, September 2022).

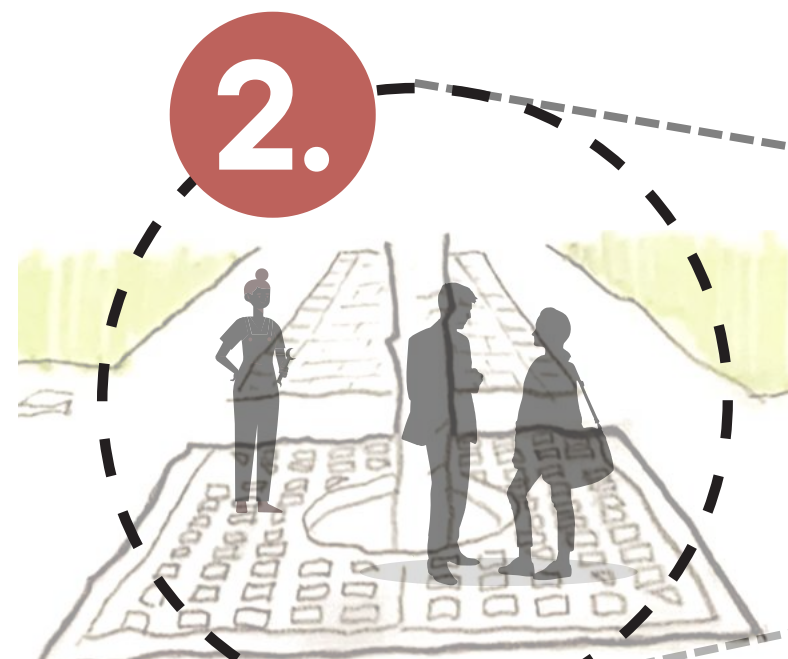


Figure 5.12.2: The open piece of land on New Eisleben Road should be redesigned to accommodate adequate landscape infrastructure to protect the trees and/or landscape. Good quality and well-maintained landscape adds a layer of safety (Author's own, September 2022).



Figure 5.12: Site sketch of New Eisleben Road (Author's own, September 2022)

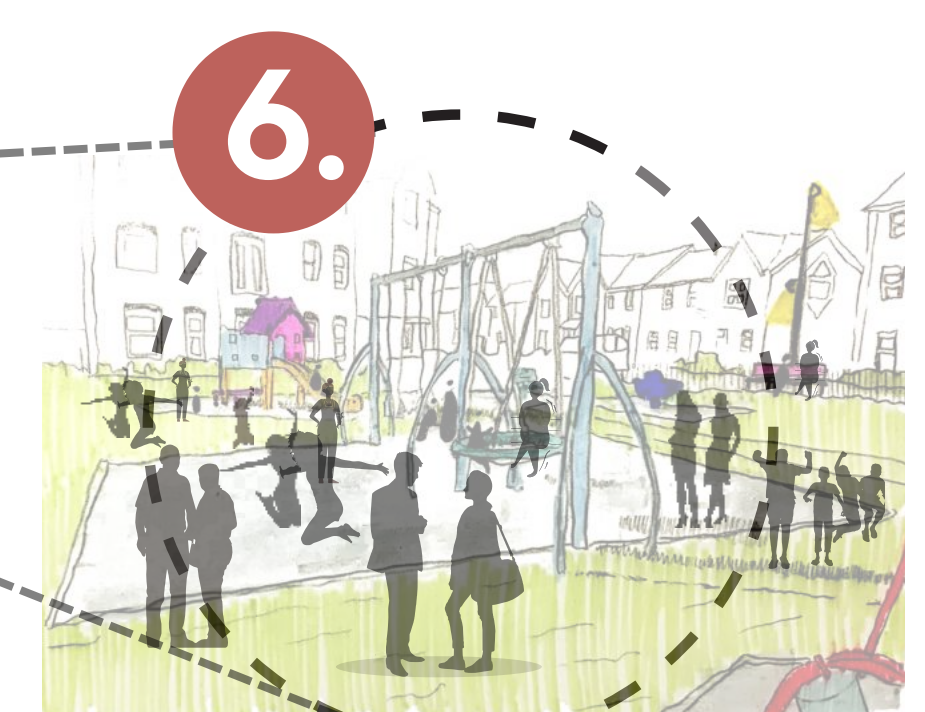


Figure 5.12.6: A well-maintained park with a 24-hour security system and free accessibility should be implemented to allow women to feel safe. Adequate public facilities and furniture should also be provisioned for in parks (Author's own, September 2022).



Figure 5.12.3: Public spaces for marketing events would make women feel safe. This would also make them have some form of ownership (social inclusion) over public spaces (Author's own, September 2022).

### Application to site:

New Eisleben Road needs to be completely redesigned to promote safety in the area. Landscaping, good quality lighting, adequate public infrastructure, public facilities and street furniture is essential to attract people to the area. Opening spaza shops/cafes, selling on the side of the road and street markets could add a layer of natural surveillance. A redesign of the space could encourage women to occupy and navigate the public space. This proposed redesign should include principles for enabling “a safe city”, “a convenient city”, and “a city of distinctive public spaces”.

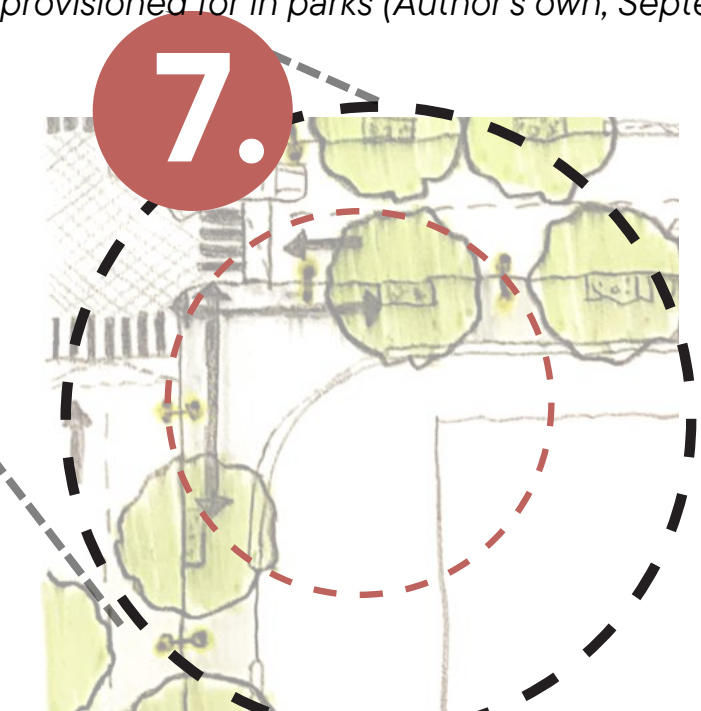


Figure 5.12.7: Trees should not obstruct any visibility at intersections to allow for clear pedestrian path and road visibility. Such spaces should be accompanied by adjacent street lighting to enhance visibility and safety (Author's own, September 2022).

## 5.13 Response from Followers to the Instagram Question Poll

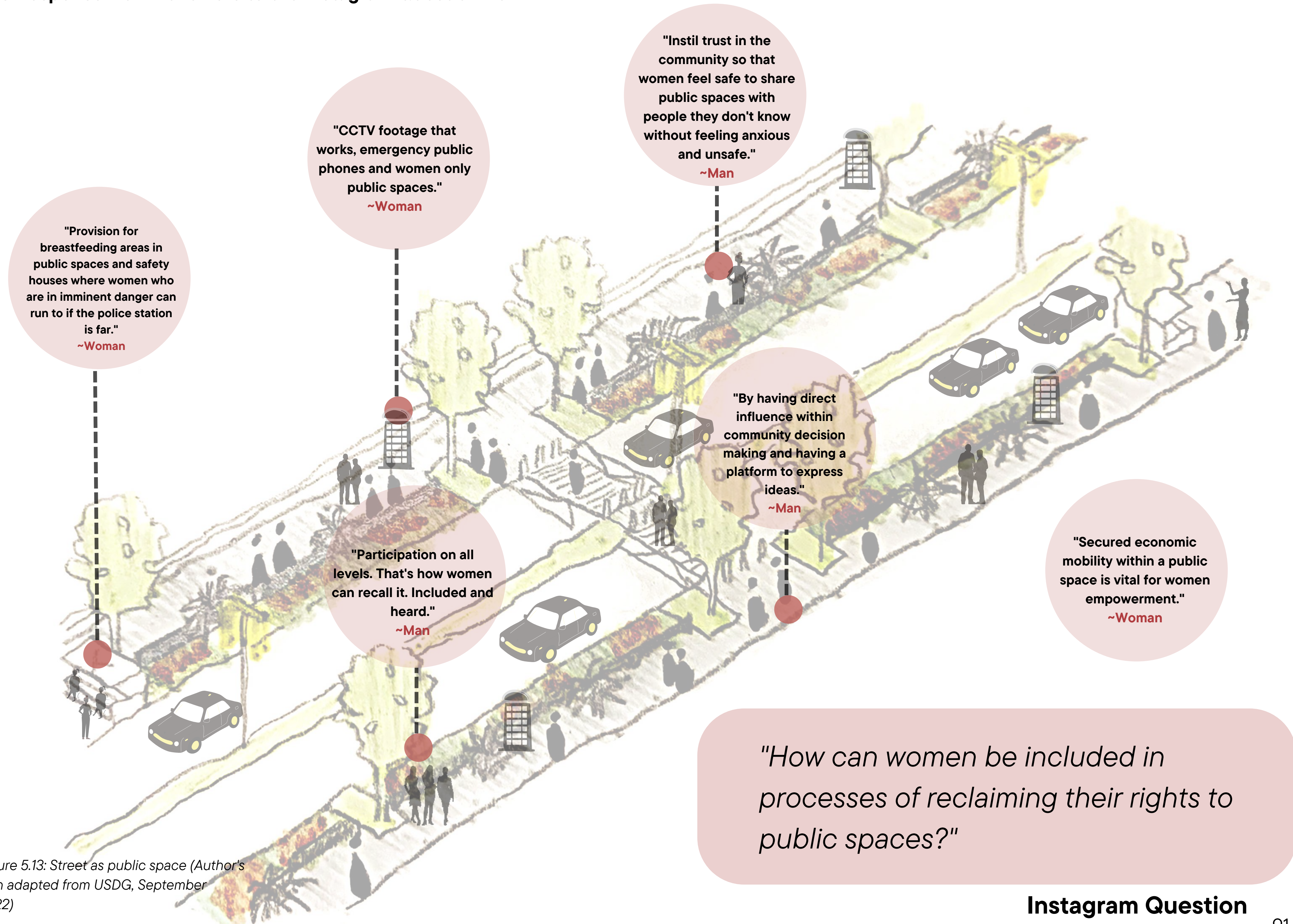


Figure 5.13: Street as public space (Author's own adapted from USDG, September 2022)

# 5.14 Synthesised Map of the Case Study Area Interventions

## KEY

- NEW: RED ICONS
- EXISTING: BLACK ICONS
- STREET FURNITURE & SIGNAGE
- URBAN VULNERABILITY
- PUBLIC FACILITIES

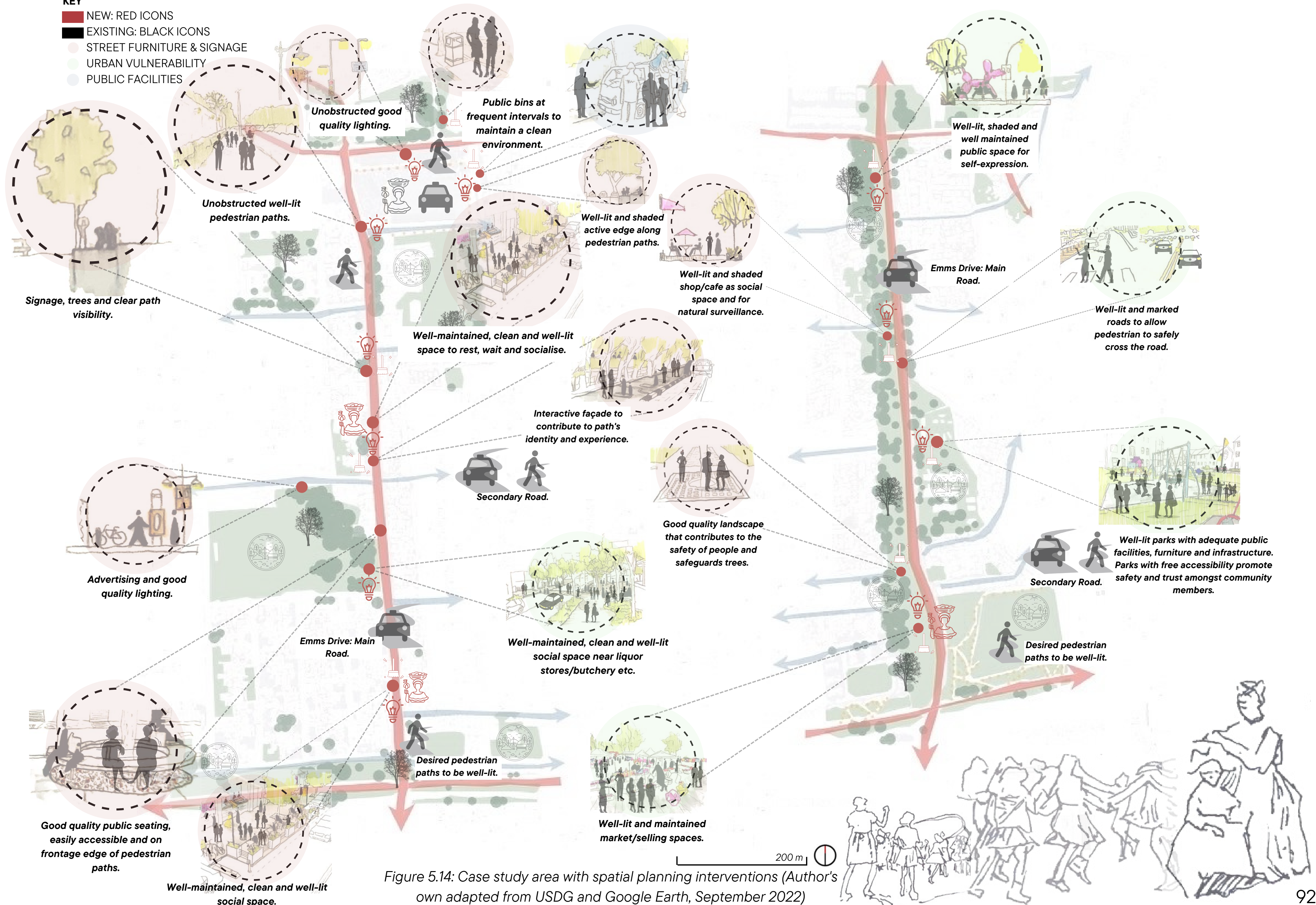


Figure 5.14: Case study area with spatial planning interventions (Author's own adapted from USDG and Google Earth, September 2022)

# 5.15 Spatial Planning Design Resolution

- KEY**
- MAIN ROAD
  - SECONDARY ROAD
  - PEDESTRIAN PATH



EXISTING SPATIAL PLAN



NEW SPATIAL PLAN

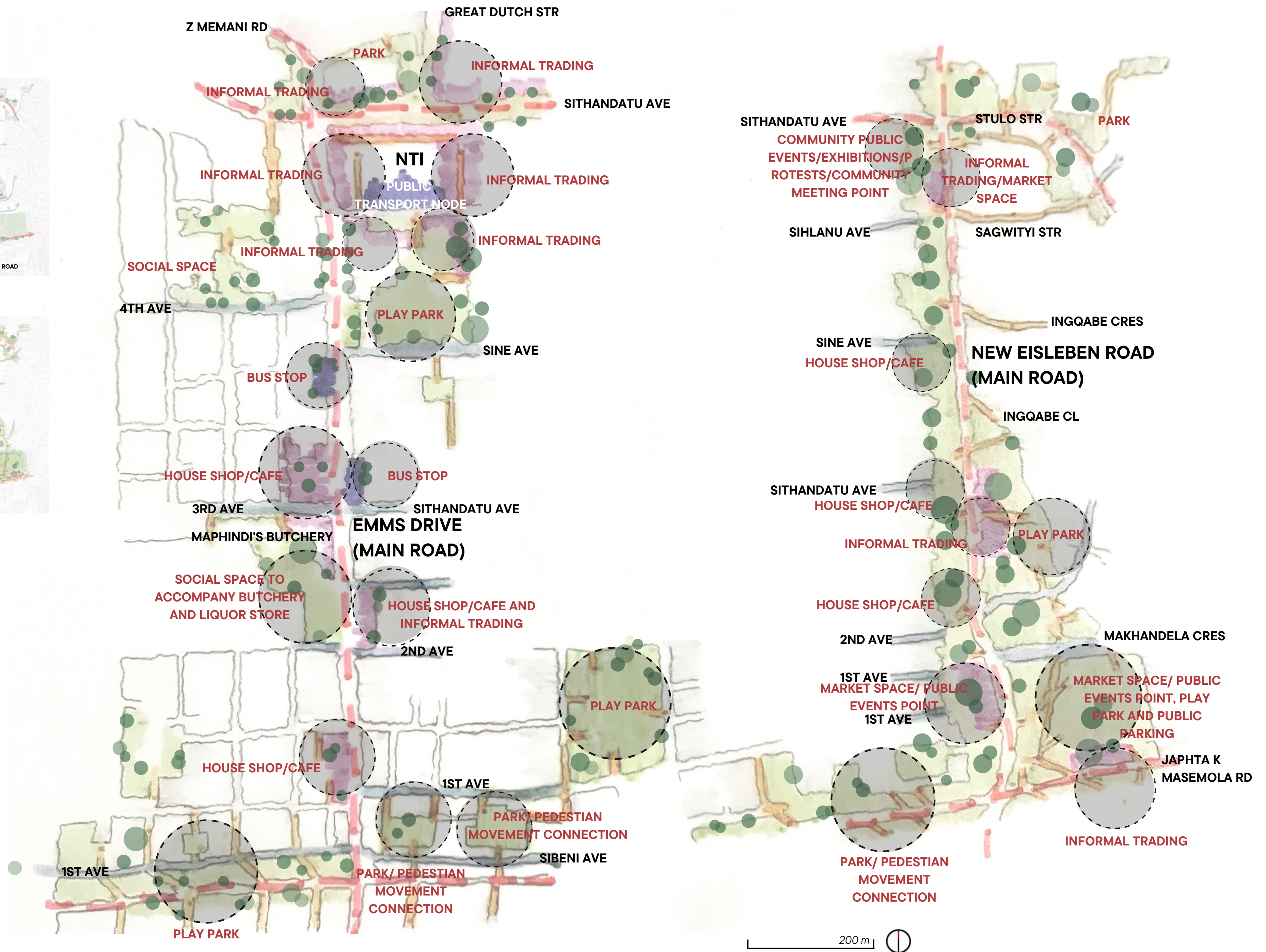


Figure 5.15: Proposed spatial planning design resolution of case study area (Author's own, September 2022)

**5.16 3D Photo Collage of Spatial Planning Design Resolution:  
Look and feel of Nyanga township public spaces**

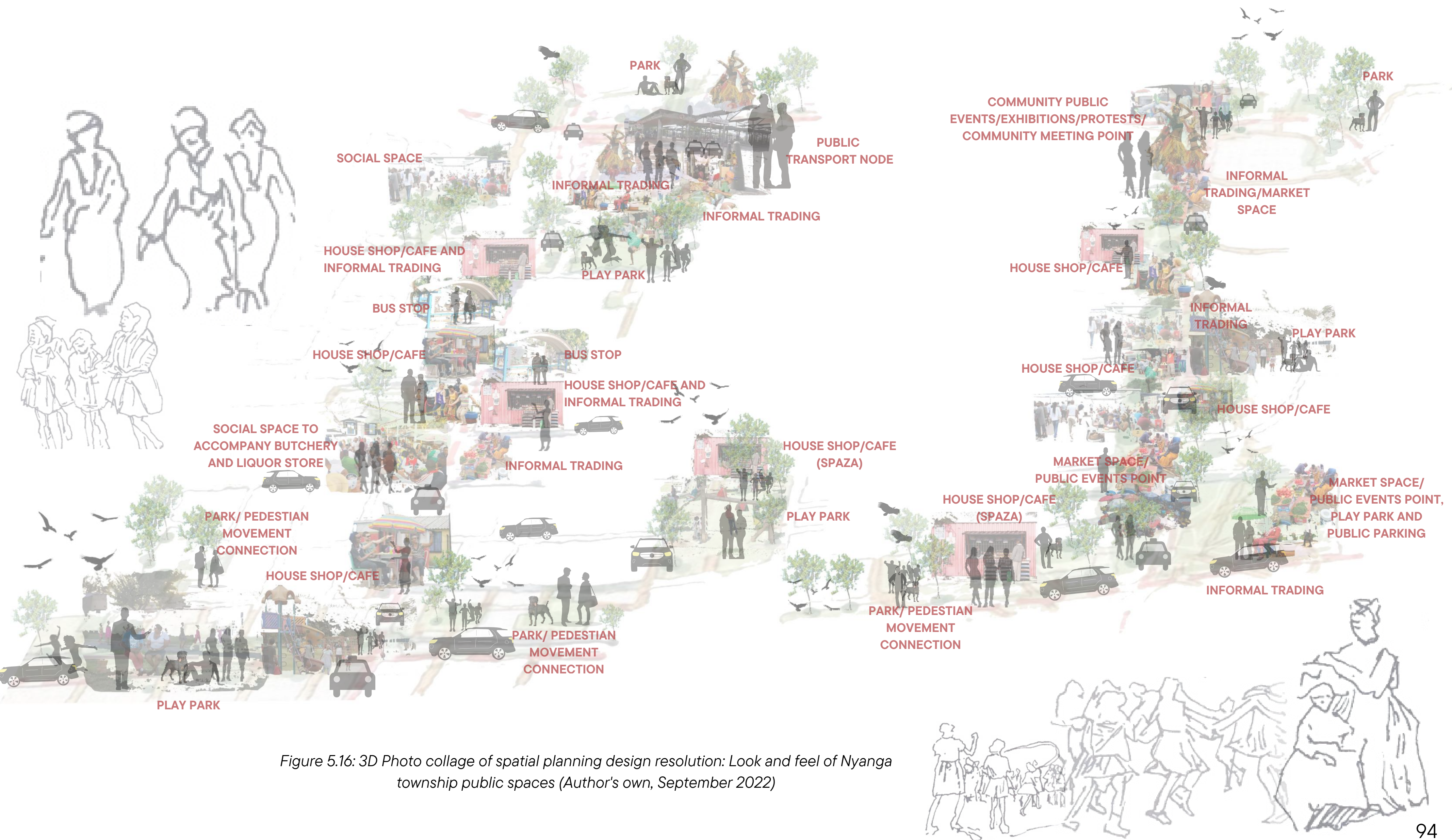


Figure 5.16: 3D Photo collage of spatial planning design resolution: Look and feel of Nyanga township public spaces (Author's own, September 2022)

## 5.17 Actors Involved in Fulfilling the Proposed Recommendations

### Public Facilities:

- Keep facilities and urban environment clean.
- Provision for maintenance of facilities.
- Provision for 24-hour patrolling system to ensure safety and security at all times of day.

### Street Furniture and Signage:

- Involve women in spatial planning and design processes.
- Provision for adequate street furniture and signage for safety.
- Rethink and redesign the placement of street furniture and signage to encourage active edges/spaces.
- Ensure that the façade characteristics contribute to pedestrian path identity and experiences of users.

### Public Infrastructure:

- Involve women in spatial planning processes.
- Provision for appropriate public infrastructure to promote safety.
- Redesign public spaces that reduce crime in undermaintained open spaces, roads and pedestrian paths.
- Encourage community involvement and not consultation.
- Encourage the linkage of public spaces and the connectedness of the urban environment.

#### Local Residents:

- Local residents to help keep the facilities clean and in good quality to alleviate crime in public spaces such as public bathrooms. To this end, it is recommended that a community forum be established to manage and oversee the daily maintenance and cleanliness of public bathrooms.

#### When:

Regularly

#### NGO [PEP]

- NGOs to work with community members and private sector to speed up the process of service delivery and provision of public facilities at frequent intervals.
- To ensure that women are involved in community cleaning groups for a better quality of public facilities and spaces.

#### When:

(Clean and maintain daily especially facilities such as public toilets and waste bins to keep the area hygienic. However the replacement and provision of new public facilities can happen every six months)

#### Government (local level) and Private Sectors:

- Budgets and funding is needed for public facilities to be maintained and kept clean.
- Ensure provision for public facilities at frequent intervals especially near transport and activity nodes.
- Provision for 24-hour security and protection system.

#### When:

Once a year

#### Local Residents and Academics:

- Local residents to provide crucial local knowledge about the quality of street furniture and signage.
- Academics to study the existing public space challenges and suggest possible resolutions with the help of local residents in order to promote the co-production of spatial outcomes. This recommendation must, however, include women in co-production processes.

#### When:

Every second year

#### Built Environment Professionals:

- Urban Planners, Architects, Urban Designers, Landscape Architects and Engineers to design, develop and implement adequate street furniture and signage to promote safety in public spaces of Nyanga. This recommendation must, however, include women residents from Nyanga in the conceptualisation and implementation processes.

#### When:

Every fifth year

#### Government (local level) and Private Sectors:

- Fund, regulate and maintain public spaces in Nyanga so that all members of the community, particularly women, occupy and navigate such spaces without fear.

#### When:

Once a year

#### Local Residents and NGOs (PEP):

- NGOs to encourage women to participate in community development programmes.
- Local residents to provide crucial local knowledge to other stakeholders.

#### When:

Every six months

#### Government Sector (local level):

- Local government to ensure that local knowledge, especially women's knowledge, is incorporated in spatial plans and policies.
- Budget for public infrastructure for public spaces in townships.
- Visit sites, assess the state of public infrastructure and maintain these spaces.

#### When:

Once a year

#### Private Sector:

- Foster ongoing collaboration with government sectors to identify opportunities for implementation and long-term investment.
- Visit sites, assess the state of public infrastructure and maintain where necessary (private maintenance companies).

#### When:

Every six months

## 5.18 Limitations to the Study

I had planned to interview the ward councillor, since one of his mandates is to ensure the safety and security of the area. However, and unfortunately, the councillor never responded to any of my messages or phone calls, even after I had made numerous follow-up calls. Interviewing the ward councillor of Nyanga would have allowed for richer research findings, additional perspectives and opportunities to triangulate my research findings.

Another limitation is that a resident, whom I had met at UCT last year, failed to meet me in Nyanga after we had made firm arrangements to visit the neighbourhood. He was going to introduce me to some of the women's organisations in Nyanga. But since this meeting never took place, it reduced my chances of meeting up with women and organisations who are actively involved in the community.

Some of the face-to-face interviews I had were not voice recorded but I was given the permission to take notes of what interviewees said on paper. This curbed my ability to capture the atmosphere, their accurate voices, tones, and their self-reflections. Other potential participants refused to engage in interviews and mentioned that they would have preferred questionnaires than face-to-face interviews. This limited me from getting information on various personal experiences which could have provided a richer and deeper

outcome as everyone's personal experience of the urban environment is different. Nonetheless, I remain grateful to the research participants who were able to share their experiences and open up about their use of public spaces in Nyanga. I am also grateful to the grassroots group member who was open to tell me about the opportunities, challenges, achievements, and future plans to tackle social and spatial inequalities in Nyanga, and to promote safety for women in Cape Town's townships.

## 5.19 Reflections

The research topic under study has become very personal, as I ended up becoming a victim of crime in a public space whilst I was busy writing-up Chapter 4 of this dissertation. I have learned that even if one pays for safety in public spaces, such as in a parking lot in downtown Cape Town, if such public spaces do not have CCTVs, are not well-lit or well-maintained, then safety is still compromised. Women remain victims of crime. My laptop, analysis drawings, and external hard drive were all stolen.

A more gender-perspective approach should be applied in such spaces. In addition, members of the public should never have to pay for public spaces. Such spaces should be easily accessible for all and be multi-usable. Natural surveillance,

population concentration, population movement and informal trading can all add a layer of safety whilst promoting women and community empowerment.

Lastly, I cannot confirm that the proposed spatial planning interventions and design will completely enhance urban safety, but I am confident that it will help reduce crime in public spaces of Nyanga.

Recommendations presented in this dissertation need to be workshopped and refined with larger groups of women representatives in Nyanga so that co-produced solutions might be imagined.

## 5.20 Conclusion

Chapter 1 presented the problem under study, the overarching aim of the research, and the main research question. An overview of gender planning through the lens of a black feminist planner was provided. This chapter further explored issues of safety for women in South Africa, with a particular focus on Cape Town.

Chapter 2 reviewed and analysed literature appropriate to the topic under study.

Subsidiary research questions for this study were distilled from the literature reviewed. The safety of Nyanga's public spaces and the lack of gender-sensitive outcomes in planning were also reviewed against the

literature. This was drawn from several disciplines and experiences.

Chapter 3 defined and examined the research methods and techniques used to gather information. The limitations of both the methods and the techniques were discussed. How the information was analysed and the ethical approach that was taken was discussed before concluding this chapter.

Chapter 4 presented the research findings. The findings were analysed and mapped against the assessment criteria that were established in Chapter 2. Findings demonstrated why public spaces in Nyanga are unsafe and why these spaces are failing to enable gender-sensitive outcomes in the area.

Chapter 5 provided answers to the main and subsidiary research questions. The chapter then went on to present precedent examples of desired public spaces that could enable gender-sensitive safety outcomes. Recommendations were discussed before concluding the chapter.

***"Our deepest fear is not that we are inadequate. Our deepest fear is that we are powerful beyond measure. It is our light, not our darkness that most frightens us. "***

***~ Marianne Williamson***



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## Appendix A: Consent Form for Research Participants

### CONSENT FORM FOR RESEARCH PARTICIPANTS

The overarching aim of the study is to explore how and why Nyanga's public spaces are failing to enable gender-sensitive safety outcomes.

My name is Tiisetso Mofokeng, and I am conducting research towards a Master of City and Regional Planning degree, from the Department of Architecture, Planning and Geomatics, at the University of Cape Town. I am investigating the safety of Nyanga's public spaces asking how and why the public spaces are failing, for the most part, to enable gender-sensitive safety outcomes based on women's experiences, as part of my master's dissertation and I would like to ask you some questions to help me with my research.

I would therefore like to interview women from focus groups and organisations based in Nyanga who are familiar with the three identified hotspot public spaces namely Nyanga taxi interchange, Emms drive and new Eisleben road and can contribute to my understanding of the issue under investigation.

Please understand that your participation is voluntary. If you choose not to participate, there will be no negative consequence. I would be grateful however, if you would assist me by allowing me to interview you. I can promise that I will not record your name or address, and your personal details will not in any way be revealed in my dissertation or any publication I produce unless given permission to.

If you are eager to participate, we could discuss the most comfortable and suitable place to meet for a semi-structured and open-ended interview, preferably face-to-face. I will need you to sign the consent form at the end of this form, to be able to record the interview and use the information to analyse and produce findings for my research. Please note that since your participation is voluntary, there are no direct benefits, such as monetary compensation, to any research participants. I hope to make the participation process comfortable and meaningful by publicising Nyanga hotspot public spaces and promoting a spatial planning resolutions that can guide South African planners and other built environment scholars and professionals in incorporating gender-sensitive inventions in planning to enable gender-sensitive outcomes and safety in public spaces of townships like Nyanga.

I am aware that the topics explored in the interview may be sensitive for some participants but the point of participation in this research is for people to say what they feel, to speak their feelings, no matter how toxic, or painful it might be for others to hear however please feel free to let me know if you do not wish to continue with the interview or would like to move to a different question at any point.

I would like to record the interview; you are allowed to stay anonymous; I will respect this consent form and ensure that the participant's right to anonymity is protected. I also intend to document through filming and photographs of the voices and emotions for accuracy of outcomes and to remember the atmosphere of the interview.

Please indicate (✓) yes or no below to give or withhold your permission for me to do this.

Yes, I give you permission to record the interview/ film/ photograph/ for the sake of your research and findings of your dissertation (please underline if you have a preference).

No, I do not give you permission to record the interview/ film/ photograph/ anything for your research and findings of your dissertation (please underline if you have a preference).

Yes, I give you permission to use my real name and reveal my identity for the sake of your research and findings of your dissertation (please underline if you have a preference).

No, I do not give you permission to use my real name and reveal my identity your research and findings of your dissertation (please underline if you have a preference).

Name of participant .....

Date .....

Signature of participant .....

Name of researcher .....

Date .....

Signature of researcher .....

My supervisor is ...Professor Tanja Winkler..... and her contact details are:

Telephone no(s): (+27) 21 650 2360

Mobile no(s): (+27) 82 819 4413

Email: [tanja.winkler@uct.ac.za](mailto:tanja.winkler@uct.ac.za)

Department: Architecture, Planning and Geomatics

A copy of this form can be made available upon request.

Please note: The data collected will be stored in my personal cloud that only I have access to and the data is stored in a password-protected cloud folder), for as long as how long, and for what purpose (if it is also intended for use beyond the dissertation).

## Appendix B: Research Ethics Approval

Application for Approval of Ethics in Research (EIR) Projects  
Faculty of Engineering and the Built Environment, University of Cape Town

### ETHICS APPLICATION FORM

**Please Note:**

Any person planning to undertake research in the Faculty of Engineering and the Built Environment (EBE) at the University of Cape Town is required to complete this form **before** collecting or analysing data. The objective of submitting this application prior to embarking on research is to ensure that the highest ethical standards in research, conducted under the auspices of the EBE Faculty, are met. Please ensure that you have read, and understood the **EBE Ethics in Research Handbook** (available from the UCT EBE, Research Ethics website) prior to completing this application form: <http://www.ebe.uct.ac.za/ebe/research/ethics>

APPLICANT'S DETAILS		
Name of principal researcher, student or external applicant:	TISETSO DIEKETSING MOFOKENG	
Department:	ARCHITECTURE, PLANNING AND GEOMATICS	
Preferred email address of applicant:	teemofokeng@gmail.com	
If Student	Your Degree: e.g., MSc, PhD, etc.	Master of City and Regional Planning
	Credit Value of Research: e.g., 60/120/180/360 etc.	120 CREDITS
	Name of Supervisor (if supervised):	ASSOCIATE PROFESSOR TANJA WINKLER
If this is a research contract, indicate the source of funding/sponsorship	N/A	
Project Title	An investigation into the safety of Nyanga's public spaces asking how and why the public spaces are failing, for the most part, to enable gender-sensitive safety outcomes based on women's experiences.	

**I hereby undertake to carry out my research in such a way that:**

- there is no apparent legal objection to the nature or the method of research; and
- the research will not compromise staff or students or the other responsibilities of the University;
- the stated objective will be achieved, and the findings will have a high degree of validity;
- limitations and alternative interpretations will be considered;
- the findings could be subject to peer review and publicly available; and
- I will comply with the conventions of copyright and avoid any practice that would constitute plagiarism.

APPLICATION BY	Full name	Signature	Date
Principal Researcher/ Student/External applicant	TISETSO DIEKETSING MOFOKENG		01/06/2022
<b>SUPPORTED BY</b>	Full name	Signature	Date
Supervisor (where applicable)	PROFESSOR TANJA WINKER		02/06/2022

APPROVED BY	Full name	Signature	Date
<b>HOD (or delegated nominee)</b> Final authority for all applicants who have answered NO to all questions in Section 1; and for all Undergraduate research (Including Honours).			
<b>Chair: Faculty EIR Committee</b> For applicants other than undergraduate students who have answered YES to any of the questions in Section 1.	Prof. H. von Blottnitz		5 July 2022

## Appendix C: South African Police Service (SAPS) Case Number

Text Message  
Sat, 10 Sep at 14:12

Message from SAPS. CONST. SSA FANTENI will investigate your case CAPE TOWN CENTRAL ref nr CAS 450/9/2022. Unit contact details: [021-4678000](tel:021-4678000). Do NOT reply to this SMS.

SUID-AFRIKAANSE POLISIEDIENS		SOUTH AFRICAN POLICE SERVICE	
DATE: 2022 / 09 / 09	TEL: 021- 467 8000/8077/8078	SAPS 429	
PLACE: Cape Town	CASE REFERENCE NUMBER	COL REG	
The offence of <i>Theft out of motor Vehicle</i> which you reported, is being investigated under the case reference number <i>09 / 2022</i> .			
Should you obtain further information in this regard or wish to be updated regarding the investigation you are advised to contact the investigating officer:			
The South African Police Service is constantly attempting to provide an efficient policing service. Research has proven that it is far more effective to expand time and energy in actual policing work, rather than to the administration involved in periodically reporting the case's position. You will however be informed of any significant progress that has been made.			

**Note:** All the research participants signed the consent form as seen on page 104. However, some consent forms were stolen out of my car together with my laptop and hard drive on the 9th of September 2022. Seen above is the case number to my stolen possessions.

***"wathint' abafazi, wathint' imbokodo"***

*("When you strike a woman, you strike a rock")*





UCT  
school of  
architecture,  
planning &  
geomatics