

MOMBASA

A Safety Analysis Report

SAFETIPIN
Supporting Safer Cities



**GLOBAL FUND FOR
WOMEN**
Champions for Equality.

Acknowledgement

The successful completion of any work cannot be done without support. We, at Flone Initiative, were lucky to have formed a partnership with Active Learning Solutions Pvt. Ltd. herein referred to as Safetipin that led to successful completion of this project.

We are also very grateful to Global Fund for Women for all the support of our work from 2017 to date. Your financial support has made this project possible and for that we remain grateful!

Thank you to the entire Flone Initiative team including Naomi Mwaura, Mary Mwangi and Susan Goodwillie for their constant support throughout the course of the project in the city of Mombasa.

We would also like to extend our appreciation to the Mombasa Urban Police Station for their support and belief in the project and for allowing us to proceed with our data collection without any issues.

Lastly, we would like to thank all the volunteers who dedicated their time to collecting data across the island for an entire week with the support of Mary Mwangi:

1. Bernard Nguru
2. Lynn Oyoo
3. Nancy Kwamboka
4. Ritah Ndani
5. Elijah Vashni
6. Jessicah Muthoki
7. Hilda Wasike
8. Faith Ipalei
9. Daisy Andayi
10. Harriet Njeri
11. Valenciah Omondi
12. Martin Ndunyu

This report is a product of the combined efforts of all the above mentioned people/parties. We hope that the findings and recommendations are used to make a change leading to Mombasa being a safer city.



Introduction

Creating a safe environment involves much more than just responding to violence. It is important to create the conditions by which women are able to move about safely and without fear of violence or assault. Fear often plays a key role in women's experience and access to the city. Therefore, in order to create greater levels of safety and comfort, both actual violence and the fear of violence need to be addressed. Research has shown that many factors play a role in determining women's access to the city, including urban design and planning, community involvement, improved policing, and usage of space. The question was how to gather that information to build safer cities.

Flone Initiative

[Flone Initiative](#) is a women-led organization, working towards the creation of safe, sustainable and accessible public transportation spaces for women and vulnerable groups in Africa, by influencing behavioral change, generating knowledge and movement-building.

Since 2013 through various programs Flone has been implementing activities in Kenya with the aim of creating safer commuter spaces and working environment for women and vulnerable groups.

It is in this regard that Flone Initiative partnered with Active Learning Solutions Pvt. Ltd. herein referred to as Safetipin to address the issue of public safety by enhanced participatory data collection using the Safetipin App in Mombasa, Kenya.

This is the second project that safetipin has been used in Kenya to conduct a Safety Audit the first being Nairobi city which scored a safety score of 3.4/5

The information on the application specifically focuses on the experience of women and girls, providing them with an interactive tool around feelings of safety. In addition, this project work towards strategic partnerships with city stakeholders to influence and make city spaces safer and more inclusive by responding to the priority issues identified through the use of My Safetipin App.

The Safetipin App is used both to diagnose safety issues and to involve the community in monitoring public spaces.

The use of the Safetipin App, and local capacity building, provides large scale data at the street level and promote citizen engagement. The proposed project will map all the main roads of Mombasa city as well as some key public spaces in the city. Safetipin will conduct analysis of the data and provide recommendations on how to improve inclusion and use of public spaces. The links between urban design and planning, and the impacts of this planning and design will address how they can be valuable for citizens and governments.

Furthermore, the Safety Audit generated will be imperative in supporting the implementation of the gender sensitive toolkit and development of the WIT chapters particularly in Mombasa where religion, climate, transportation modes and culture have such great impact on violence against women and girls in public spaces as well as at home.

Safetipin

Safetipin is a technology platform that uses apps to collect data in order to make cities and public spaces safer and more inclusive for women.

At the core of the app is the Safety Audit. A Safety Audit is a participatory tool for collecting and assessing information about perceptions of safety in public spaces. The audit is based on nine parameters – Lighting, Openness, Visibility, Crowd, Security, Walkpath, Availability of Public Transport, Gender Diversity and Feeling. Each parameter is rated 0/1/2/3 with 0 being Poor rating and 3 being Good. All parameters except Feeling are completely objective and are rated based on a well-defined rubric.

Safetipin data is shared with local stakeholders including municipal authorities and police. We have worked with more than 15 city governments since 2013 and effected change which has had an impact on womens' lives.

Case Studies

Bogota, Colombia

Safetipin has been working with the Secretary of Women, Bogota since 2014 to help make public spaces and public transport safer for women. The information gathered in 2016 in Bogota was used as a source of information for the prioritization of local and municipal investments in infrastructure, specifically, lighting in parks, installing CCTV cameras and rebuilding pathways for better access. Safetipin data was collected across more than 250km of bike path in the city and was used to identify the placement for lighting, CCTV camera and bike stands.

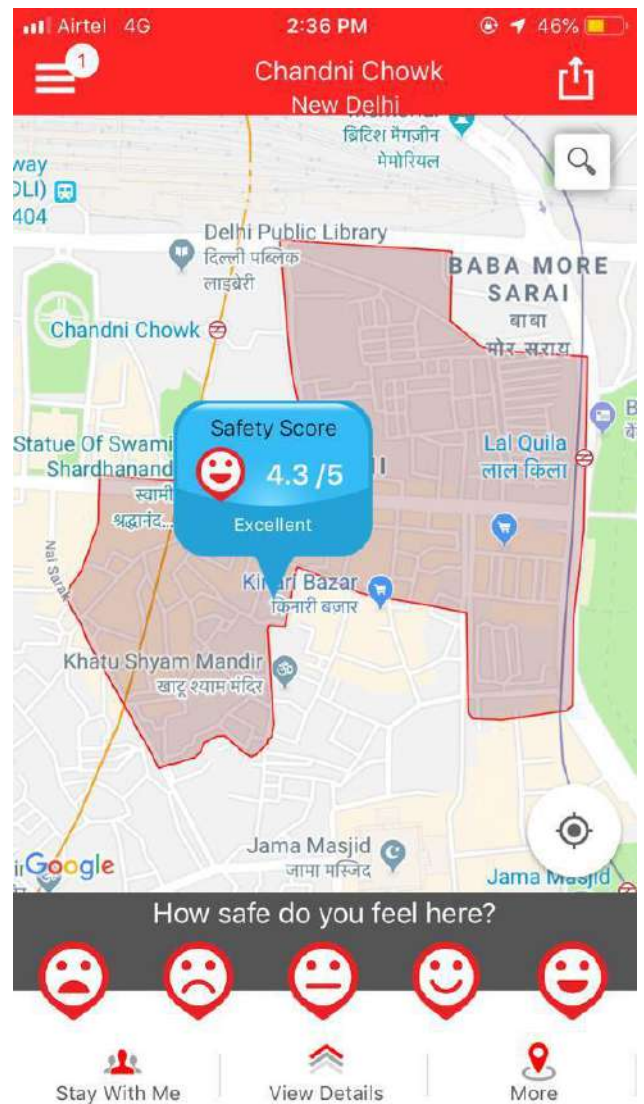
The 19 urban localities that compose the city of Bogota have the obligation of developing a Local Plan for the Security of Women. The information gathered by Safetipin’s audits has been used in gender mainstreaming in the city’s public policy, specifically in public space decisions, in land use planning and in the city’s overall security plans.

One of the greatest challenges of public policy in general, and of public policy for women’s and gender issues is the lack of information for decision making. The data based on the audits gathered by Safetipin in its initial phase (photographic analysis) has allowed the city of Bogota to co-relate with other types of information, for example points having low security with locations having high rate of crimes. For the same, the city’s cadastral authority has included a layer based on the safety audits in the official cartography of the city that can be contrasted with all the cadastral and cartographic information of the city. In 2019, the city has requested Safetipin to map the streets for safety again.

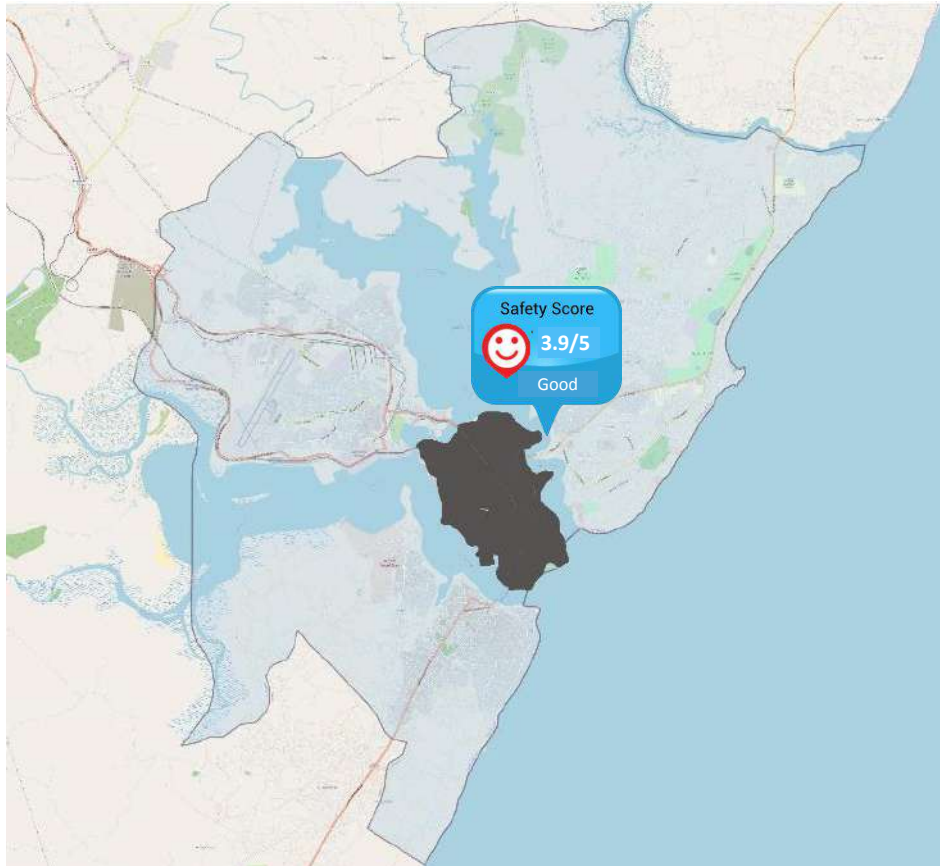
Delhi, India

Safetipin has been collecting data in Delhi since 2013 and has shared it with the key stakeholders. One of the key problems that was highlighted in the 2016 Safety Analysis study of Delhi was poor illumination at 7438 audit points. On submitting the report to the Delhi Government, the concerned departments carried out work for improvement. This included fixing the non-operational street lights and installing new street lights, wherever dark spots were identified.

In 2019, a fresh mapping of the entire city was done showing that the number of dark spots across the city had reduced to 2768. Safetipin has provided the Delhi Government with a new set of recommendations based on other parameters as well.



The Mombasa Project



Mombasa island, the place of blue and white buildings, is a part of the city of Mombasa and is located on Kenya's coast on the Indian Ocean. Mombasa Island is one of the divisions of Mombasa County and is further divided into 6 subdivisions which are Ganjoni, Railway, Tononoka, Tudor, Majengo and Old Town. Mombasa Island is connected to the mainland to the east via a causeway, to the north via the Nyalı Bridge, and to the south by the Likoni Ferry.

As per the 1999 Census, the population of the island is 146,334 with an area of 5.3kmsq. There is a distinct Arabic feel to the island - although there are also strong Indian and Swahili influences, as well as regular reminders of the Portuguese in the older parts of the city.

For this project, the entire area of the island was audited, using the My Safetipin app, by a group of volunteers arranged by the Flone Initiative team. The aim of the project was to identify factors that could help improve the overall safety of the island.

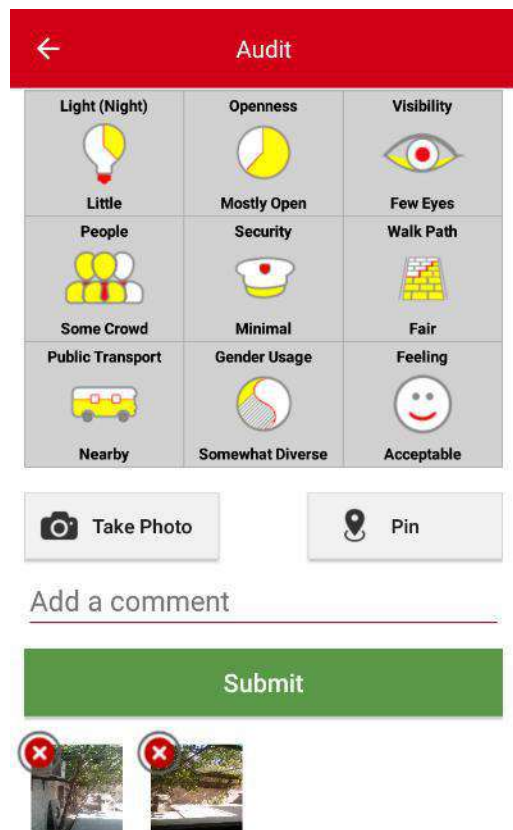
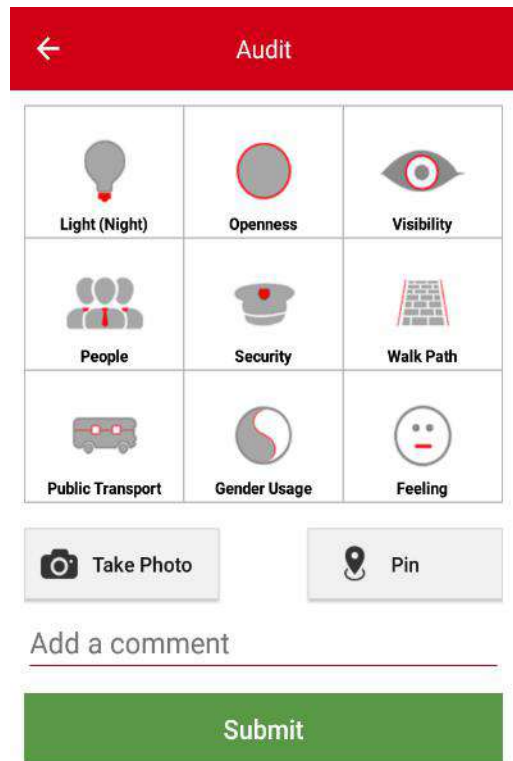
Methodology

Safety audits are a participative methodology for exploring elements of public spaces that contribute towards creating a perception of safety. Usually, a safety audit is conducted by a group of people in a space with which they are familiar (e.g. a market, a neighbourhood street or a school yard). It is a simple process of walking through a space and assessing the factors that lead to unsafety/safety. The safety walks are conducted just after dark to see how public spaces are transformed at night. Essentially participatory in character, they identify both spaces that are unsafe and factors that cause exclusion. A fundamental belief is that if a space is made safe for women, it will be safe for everyone.

My Safetipin app is available for free on both the Android and iOS App Store. At the core of the app is the Safety Audit. The audit is based on nine parameters – Lighting, Openness, Visibility, Crowd, Security, Walkpath, Availability of Public Transport, Gender Diversity and Feeling. Each parameter is rated 0/1/2/3 with 0 being Poor rating and 3 being Good. All parameters except Feeling are objective and are rated on the basis of a well-defined rubric. The rubric (as seen in Table 1) defines the rating for each of these parameters on a scale of 0-3. Except for Feeling all 8 parameters are objective. Feeling is the only subjective parameter. For rating feeling, there is no rule. It can vary from individual to individual, male to female, able bodied to elderly etc.

For data collection through My Safetipin app, a team of volunteers is mobilized with the help of local organizations. Preferably more than 70% of the volunteers should be women. The volunteers need a smartphone or a tablet with an active internet connection and can work in pairs of groups if need be. These volunteers are then trained to use Safetipin app to conduct Safety Audits.

Shown in the images are the step by step process of auditing a place based on the safety audit parameters. The first image shows the audit screen before an audit and the second image shows the audit screen after auditing a place and taking photographs.



Audit Parameters



Lighting:

Lighting measures the amount of brightness/illumination at a place and ranges from Dark to Bright (rating 0 -3). A place can be lit with street lighting or from other sources such as light coming from houses, shops, street vendors etc. Light coming from the vehicles is not considered as it is temporary.



Openness:

Openness refers to whether a person has a good line of sight in all directions.



Visibility:

The parameter visibility refers to how visible is one to others , i.e. can you be seen when on the street. It is based on the principle of 'eyes on the street'. i.e. can you be seen when on the street. This comprises windows- doors of shops, houses along with street vendors and hawkers.



Walkpath:

This parameter indicates whether a person can comfortably walk at a place. This refer to the quality of a pavement or space left for pedestrians along a road.



Security:

The parameter security refers to visible security offered either by the police or private security guards (for example along ATM/Bank).



Public Transport:

It refers to the ease of accessing any mode of public transport i.e. metro/bus/taxi etc. and is measured in terms of the distance to the nearest mode.



People:

People indicates the number of people around. This increases as a consequence of usage opportunities.



Gender usage:

Gender is about diversity i.e. the percentage of women and children amongst the crowd. This increases as a consequence of safety perception.



Feeling:

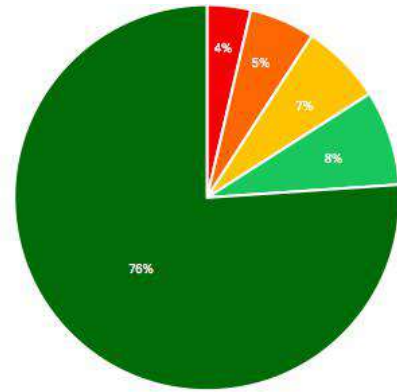
Feeling indicates one's perception of safety at that particular place or point. This can differ from person to person, male to female.

The Rubric				
	0	1	2	3
1 Light (Night)	None. No street or other lights	Little. Can see lights, but there is low visibility in the area	Enough. Lighting is enough for clear visibility	Bright. Whole area brightly lit
2 Openness	Not Open. Many blind corners and no clear sightline.	Partly Open. Able to see a little ahead and around.	Mostly Open. Able to see in most directions.	Completely Open. Can see clearly in all directions
3 Visibility	No eyes. No windows or entrances of shops or residences overlook this point	Few eyes. Less than 5 windows or entrances overlook the point	More eyes. Less than 10 windows or entrances overlook the point	Highly visible More than 10 windows or entrances overlook this point
4 People	Deserted. No one in sight	Few people. Less than 10 people in sight	Some crowd. More than 10 people visible	Crowded. Many people within touching distance
5 Security	None. No guards or police visible in surrounding area	Minimal. Some private security visible in surrounding area but not nearby	Moderate. Private security within hailing distance	High. Police / reliable security within hailing distance
6 Walk Path	None. No walking path available.	Poor. Path exists but in very bad condition.	Fair. Can walk but not run	Good. Easy to walk fast or run
7 Public Transport	Unavailable. No metro or bus stop, auto/ rickshaw within 10 minutes walk	Distant. Metro or bus stop auto/ rickshaw between 5 -10 mins walk	Nearby. Metro or bus stop, auto/rickshaw between 2 – 5 mins walk	Very Close. Metro or bus stop, auto/rickshaw available within 2 mins walk
8 Gender Usage	Not diverse. No one in sight, or only men	Somewhat diverse. Mostly men, very few women or children	Fairly diverse. Some women and children	Diverse. Balance of all genders or more women and children
9 Feeling	Frightening. Will never venture here without sufficient escort.	Uncomfortable. Will avoid whenever possible.	Acceptable. Will take other available and better routes when possible	Comfortable. Can take this route even at night

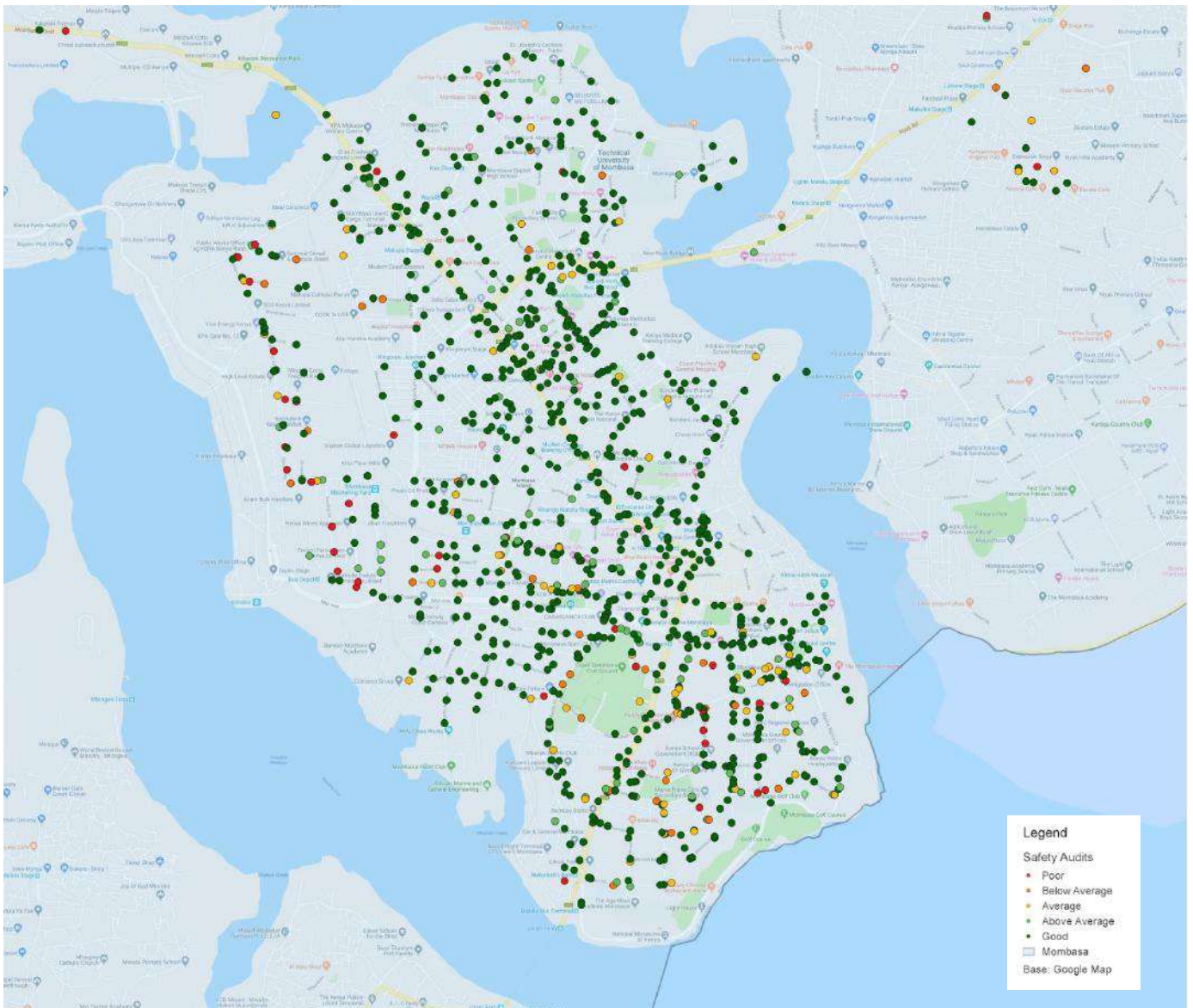
Table 1 showing the rubric of rating the 9 parameters of a Safety Audit

Safety Score

The Safety Score of a point is a reflection of the perception of safety at that particular location. For each audit point, a value between 0 and 5 is given, 0 being Poor i.e. very unsafe and 5 being Good in terms of overall safety. Indicated in the pie chart is the percentage distribution of pins in each range. Only 4% of the audit points were rated poorly, which implies a safety score less than 1 out of 5. As seen in the Safety Score map below, these points are located on Kwale road, Zanzibar road and the junction between Shimanzi road and Beira road. 76% of the audit points have been rated as good which covers the central region of the island.



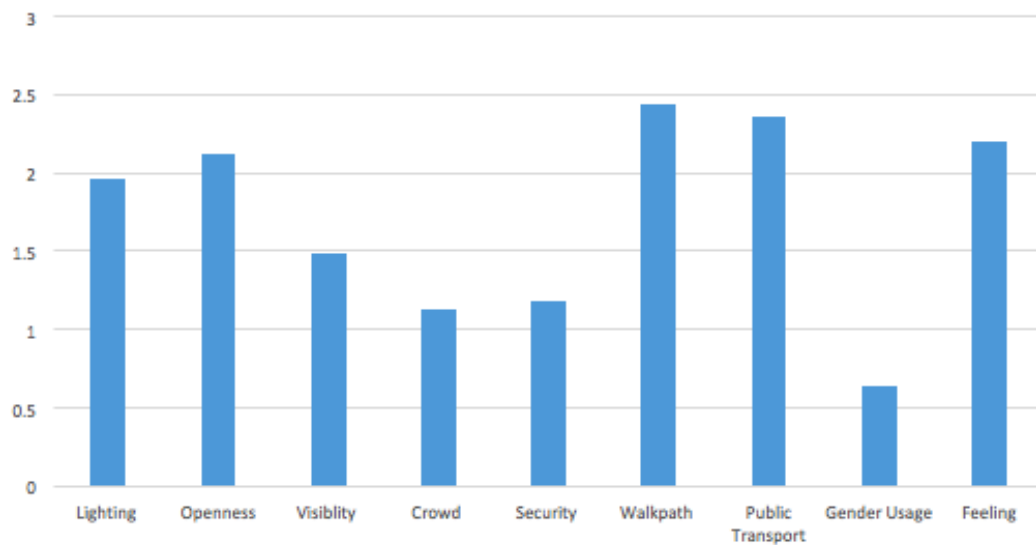
Color	Score Range	Category
Red	1.0-2.0	Poor
Orange	1.1-2.0	Below Average
Yellow	2.1-3.0	Average
Light Green	3.1-4.0	Above Average
Dark Green	4.1-5.0	Good



Map 1 indicating Safety Score rating

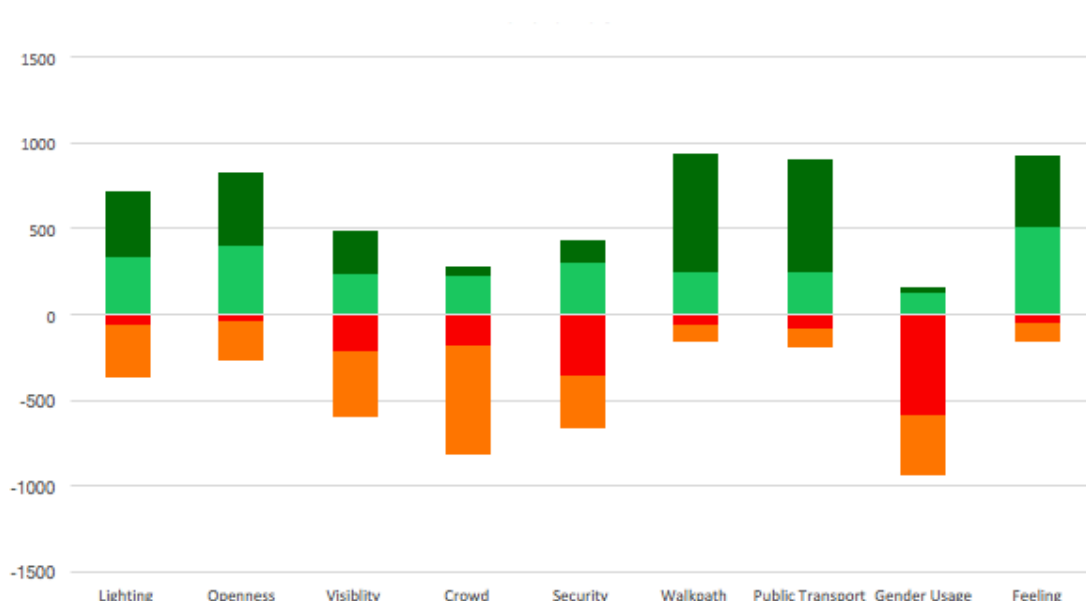
Parameter Ratings

Each of the nine parameters is rated between 0-3, where 0 indicates a poor rating and 3 a good rating. As seen in the graph below Walkpath, Public Transport, Lighting and Openness have a high rating. Security parameter has not been assessed completely due to lack of information on the police patrolling routes. The low rating for People shows that there are not many people present in public spaces after sunset and the lower Gender Usage rating shows that there are even fewer women and children in the public spaces. Visibility around the island is rated average as there are many low-rise buildings, shops and cafes all around. The overall safety in Mombasa has been rated as Good.



Parameter-wise Pin Distribution

The Parameter wise pin distribution graph indicates the number of points rated 0-3 where the good audit points are depicted as positive on the graph and the poor audit points as negative. The parameters of People and Gender Usage have been rated poorly in most parts of the city, whereas parameters like Walkpath, Public Transport and Openness have been rated well. Lighting is a parameter which has an average rating and can be improved with the installation of more lights around the city. Enhancing infrastructure, like lighting and visibility around the city will lead to a safer city as it would invite more people to use the public spaces.

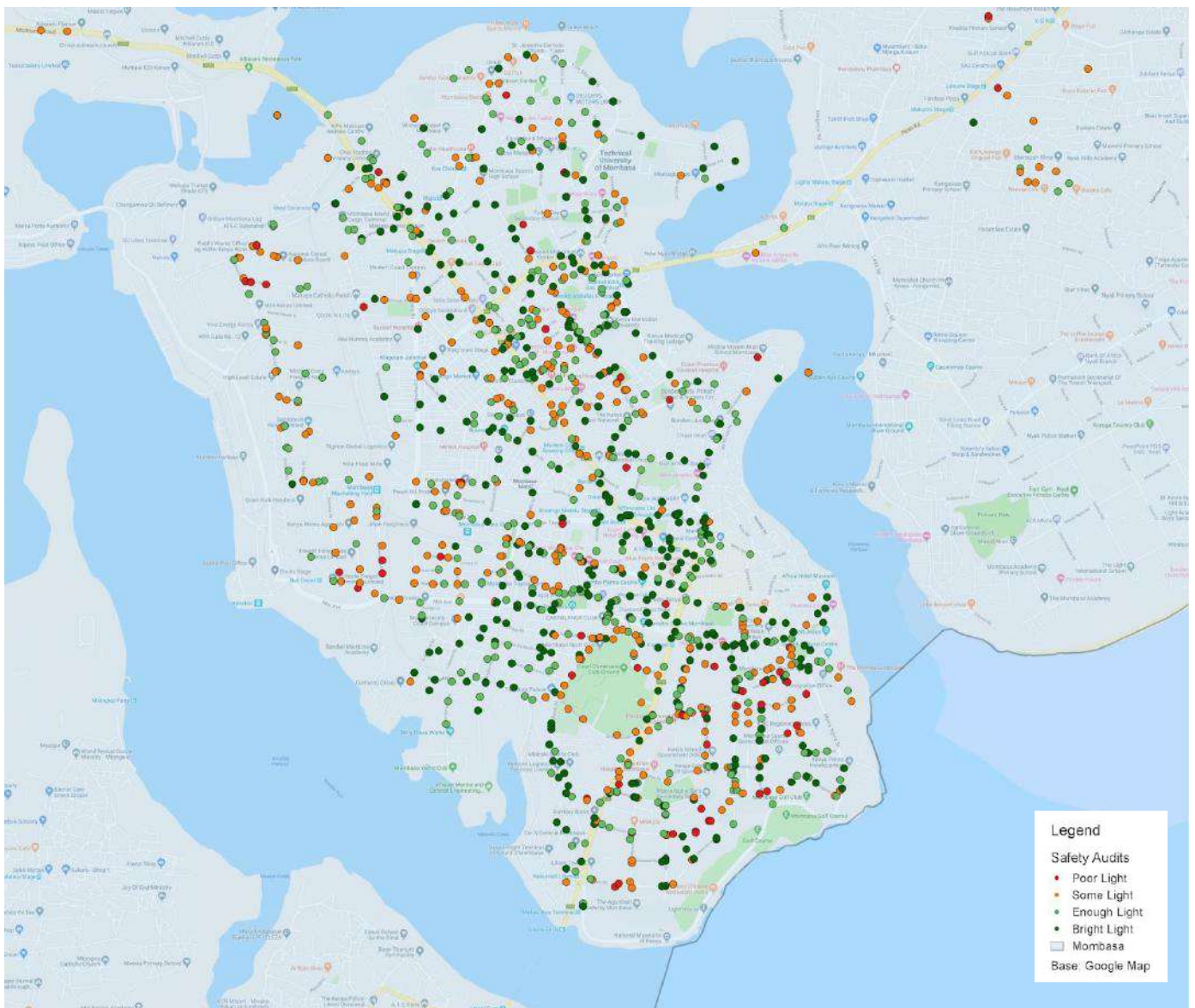
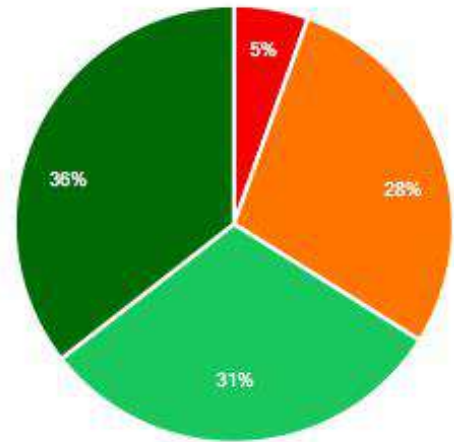


Lighting

1.9 / 3

Lighting measures the amount of brightness or illumination at a place and ranges from dark (rating 0) to bright (rating 3). A place can be lit with streetlights or from other sources such as light coming from houses, shops, street vendors, etc. The light coming from vehicles is not considered as a light source as it is a temporary source of light.

The lighting in Mombasa has been rated 1.9/3 which is Average. 3% of the audit points have been rated Poor indicating that these areas have no light. Few of these dark spots, i.e. areas without light are some points on Unga Street, Mozambique Street, Dedan Kimathi Avenue and Kaunda Avenue. This can be seen in Map 2 below indicated by all the points that are marked red.



Map 2 indicating Lighting rating



Image 1 showing street without any working streetlight



Image 2 showing one working streetlight on a road



Image 3 showing street without any streetlight

On most of these roads, it is found that there are patches where there is no streetlight, or the existing streetlights are not working. 59% of the audit points were rated Below Average indicating low lighting. There are over 600 points with this rating all over the city. Some prominent road stretches which have low lighting and require improvement are parts of Mombasa Road, Sheikh Abdullas F. Road, Moi Avenue and Nyerere Avenue. There are many streets near residential and suburban areas which also have low lighting.

Recommendations

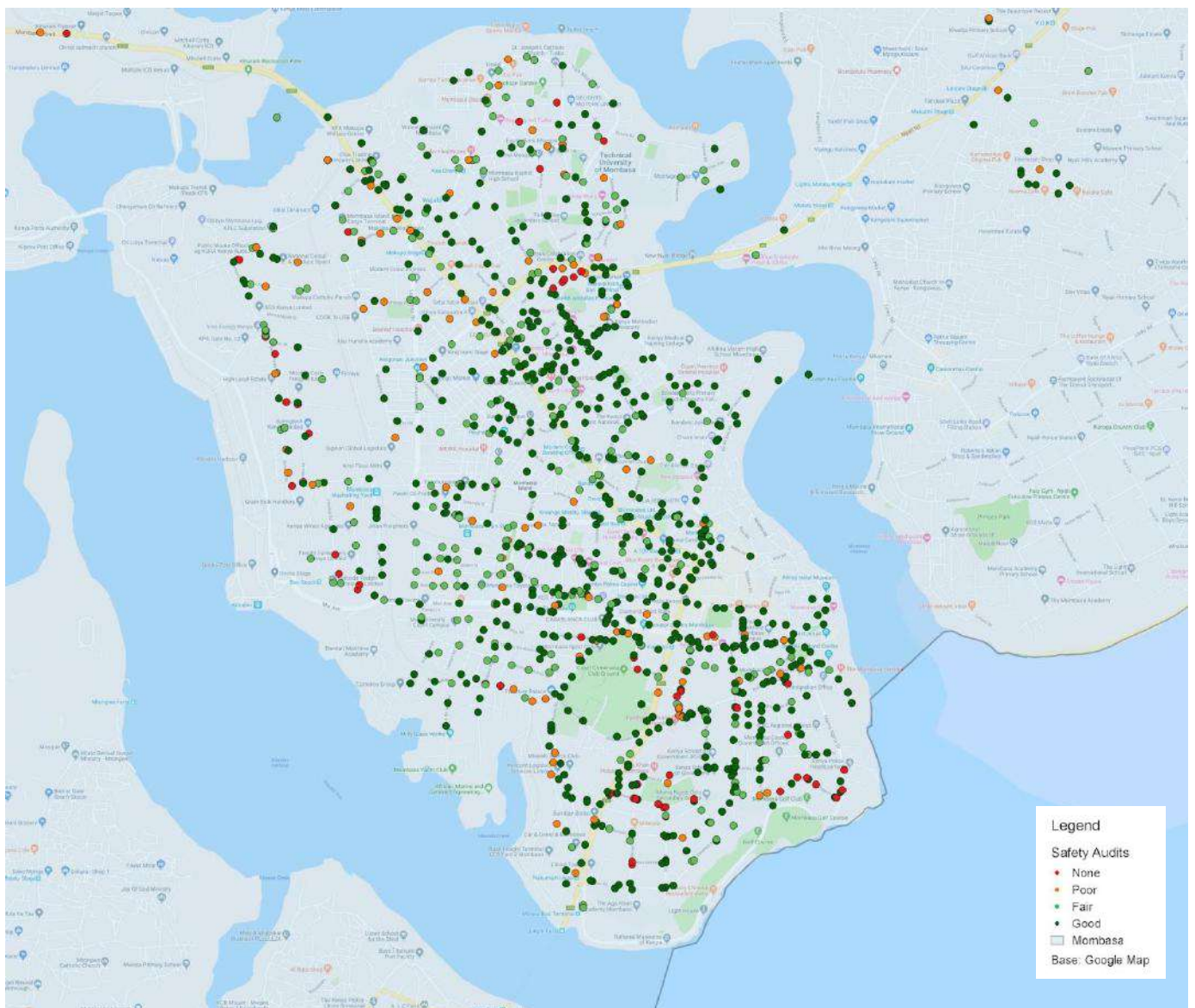
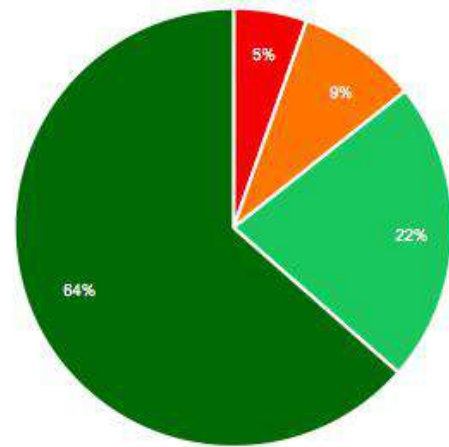
- The existing streetlights that have been found non-operational need to be repaired.
- Streetlights need to be installed along the streets, identified as dark spots i.e. locations with no light.
- Pedestrian scale streetlights should be installed along the main roads so that the walkpath is well lit.

Walkpath

2.4 / 3

Walkpath parameter indicates whether a person can comfortably walk at a place. This refers to the quality of walkpath or space left for pedestrians along a road.

Walkpath, the highest rated parameter for Mombasa has been rated 2.4/3 which is Good. This indicates that there is a paved walkpath for pedestrians to walk at most places in Mombasa. 14% of the audit points, however, have been rated low. These are some residential areas and narrow roads that don't have a designated path for pedestrians and the road is shared by the cars and pedestrians.



Map 3 indicating Walkpath rating

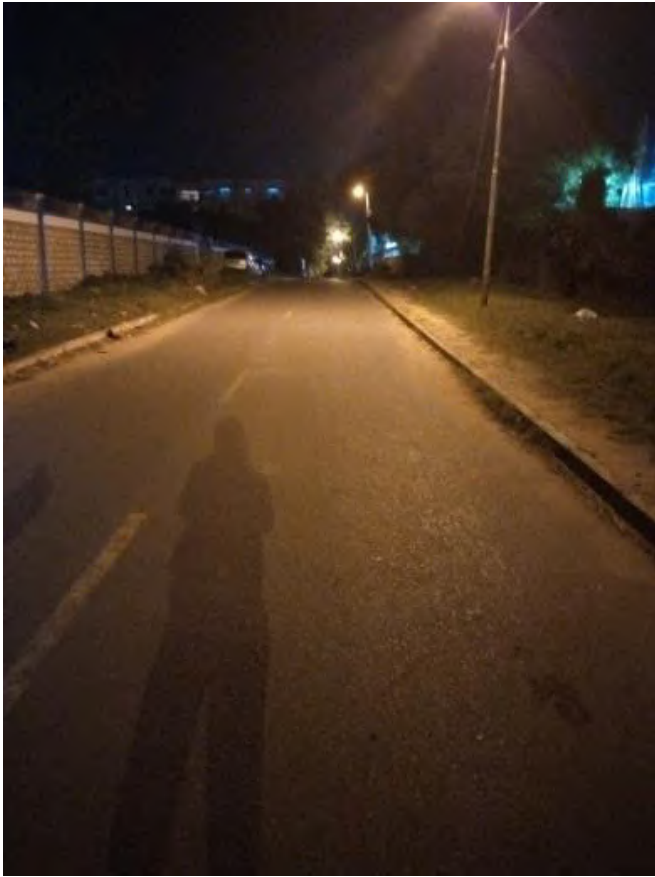


Image 4 showing walkpath covered with grass

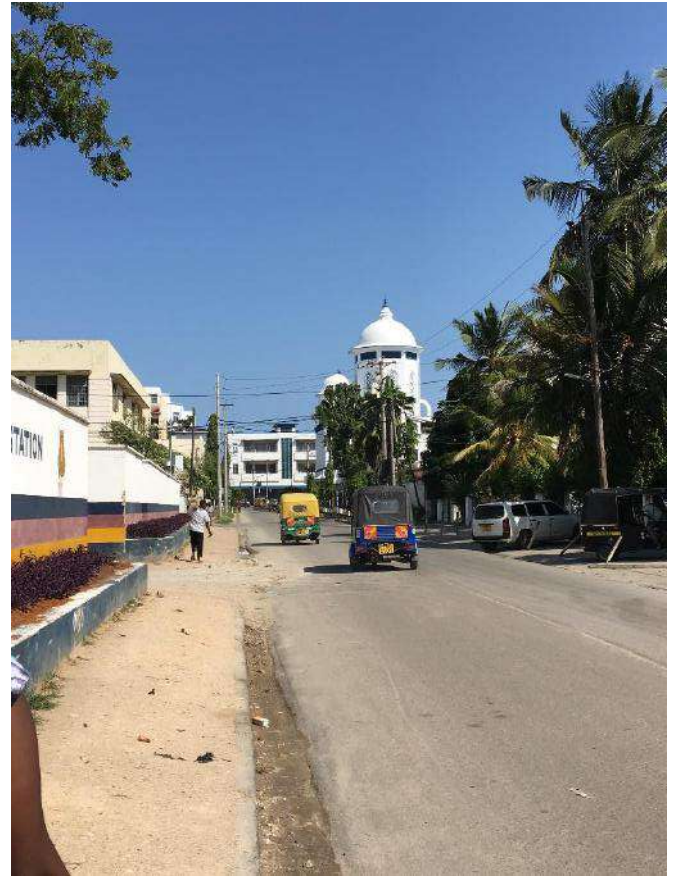


Image 5 showing unpaved walkpath



Image 6 showing no separate walkpath from road

It can be seen from Image 4 that there is a raised path but covered with grass making it difficult for the pedestrians. Some of the places where this can be seen are on Mathenge Road and Margaret.

Image 5 shows an area where there is a walkpath, however, it is not well-maintained and is unpaved.

Image 6 shows a road that has no segregated space for vehicles and pedestrians.

Recommendations

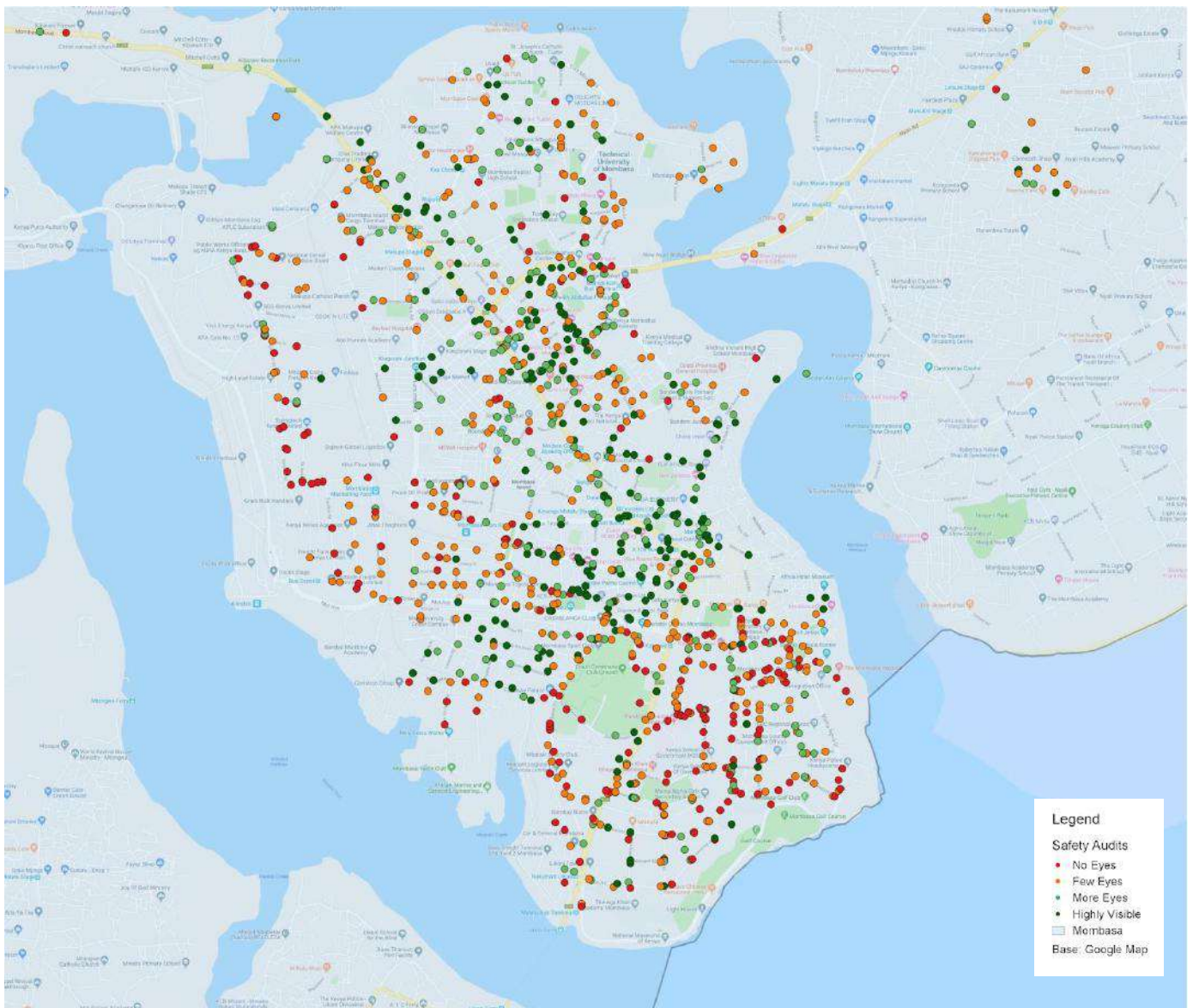
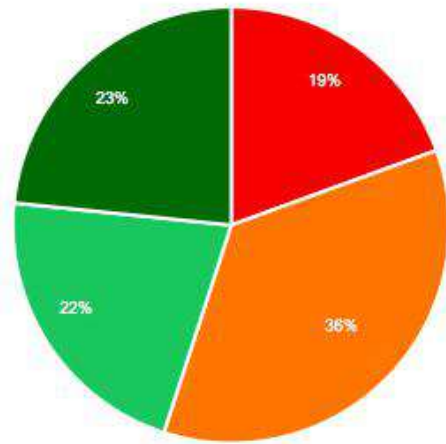
- At points with unpaved walkpath, a proper paved footpath should be constructed, free of any obstruction.
- There is a need for segregated space for pedestrians and vehicles along all the roads. In case of narrow lanes, it should be marked clearly.
- At points as shown in Image 4, regular pruning should be done to maintain the walkpath.

Visibility

1.4 / 3

Visibility refers to the principle of ‘eyes on the street’ and refers to how visible you are to others or how many people can see you. This includes windows, doors of shops, houses along the streets, street vendors or hawkers.

Visibility for Mombasa has been rated 1.4/3 which is Average. 19% of the audit points have been given a low rating. As can be seen in the map below, the southern part of Mombasa island has very low visibility. This is mainly due to the presence of high boundary walls and wide roads.



Map 4 indicating Visibility rating

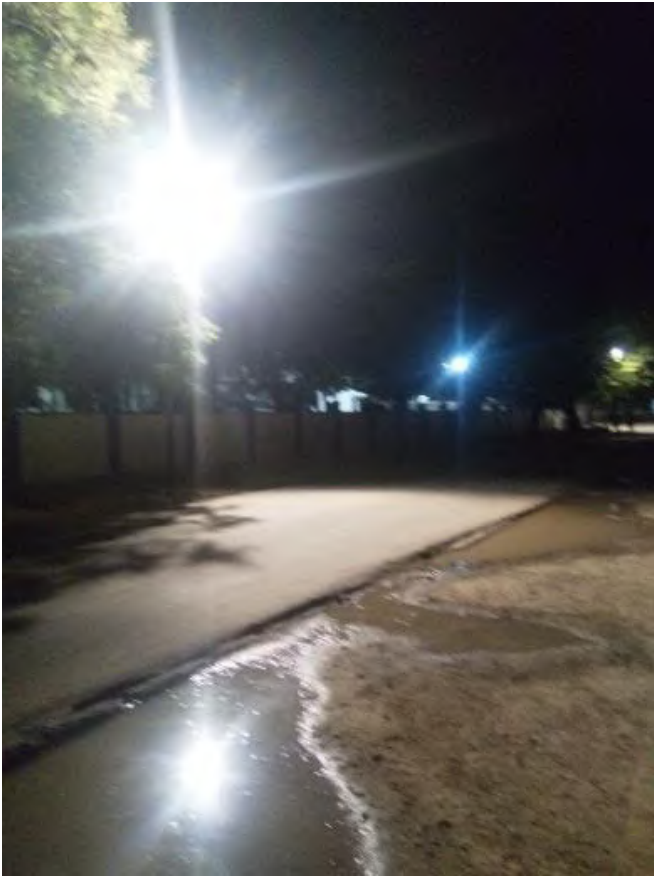


Image 7 showing high boundary walls



Image 8 showing high boundary walls



Image 9 showing shops on the street and presence of people

High boundary walls as shown in Images 7 and 8 can be found on stretches of Shimanzi Road which connects to Beira Road and Dedan Kimathi Road which connects to Kwale Road. The boundary walls acts as a barrier between the people on the street and built environment. It also results in making the street more inactive that instill a sense of fear in the pedestrians. Image 9 shows vendors on the street and the presence of women and children.

Recommendations

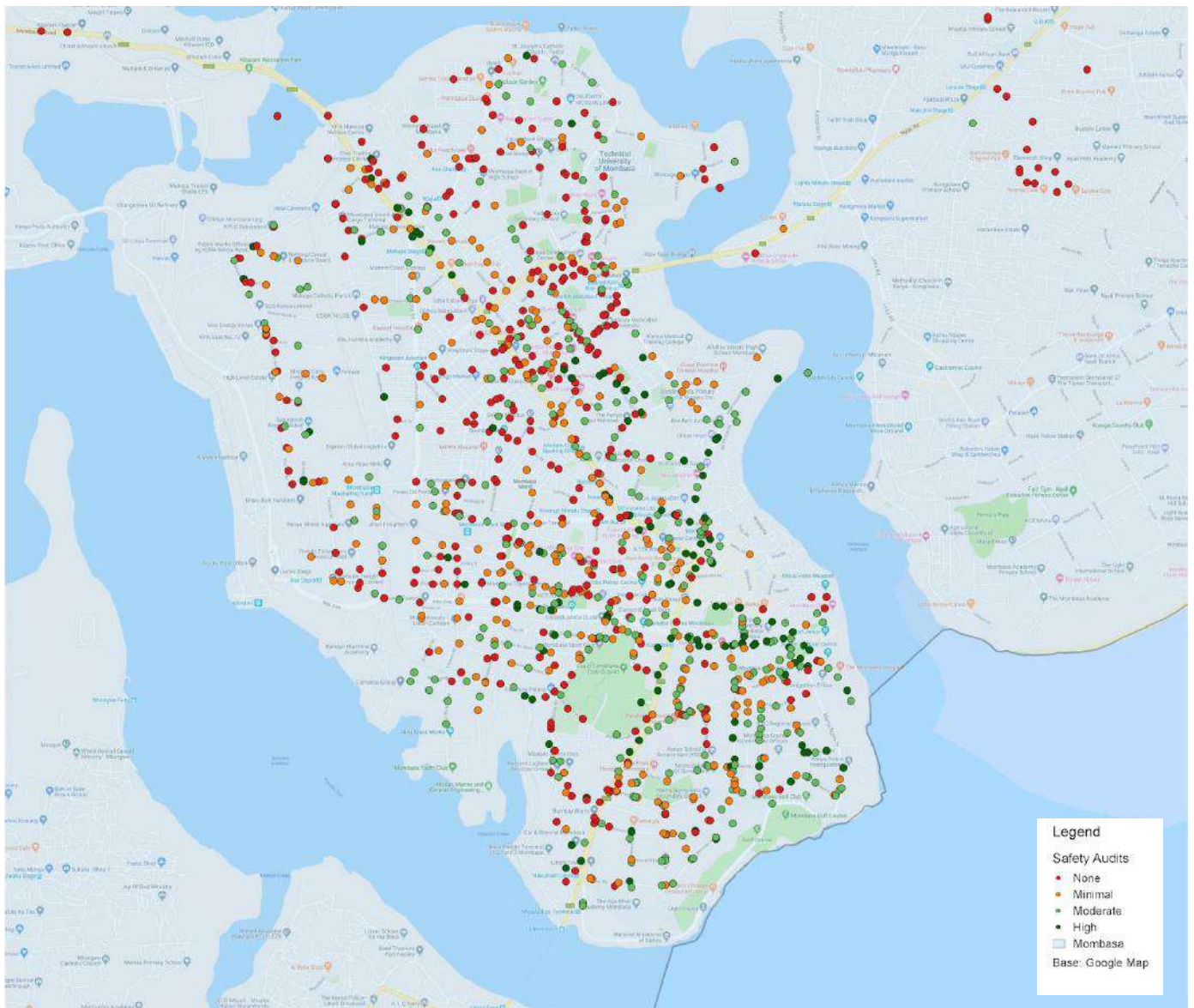
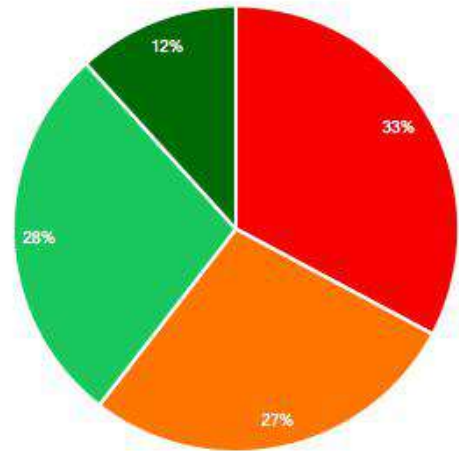
- The height of the existing boundary walls should be reduced to 1-1.5m and the remaining should be covered with grills so that there is a visual connection for the pedestrians at their eye level.
- Hawkers and vendors along the streets act as a natural surveillance and should be encouraged in the city. There should be designated hawker zones on the streets for them.

Security

1.2 / 3

Security refers to the presence of private security or police personnel in the near vicinity. It also includes any police stations that may be present nearby. If possible, it also includes the police patrolling routes of a city. However, those were not obtained for Mombasa island and hence, are not a part of the analysis.

Security for Mombasa has been rated 1.2/3 which is Average. 33% of the audit points have been given a low rating. To improve the security of the island, around the clock security should be provided at the locations that are least rated on security parameter.



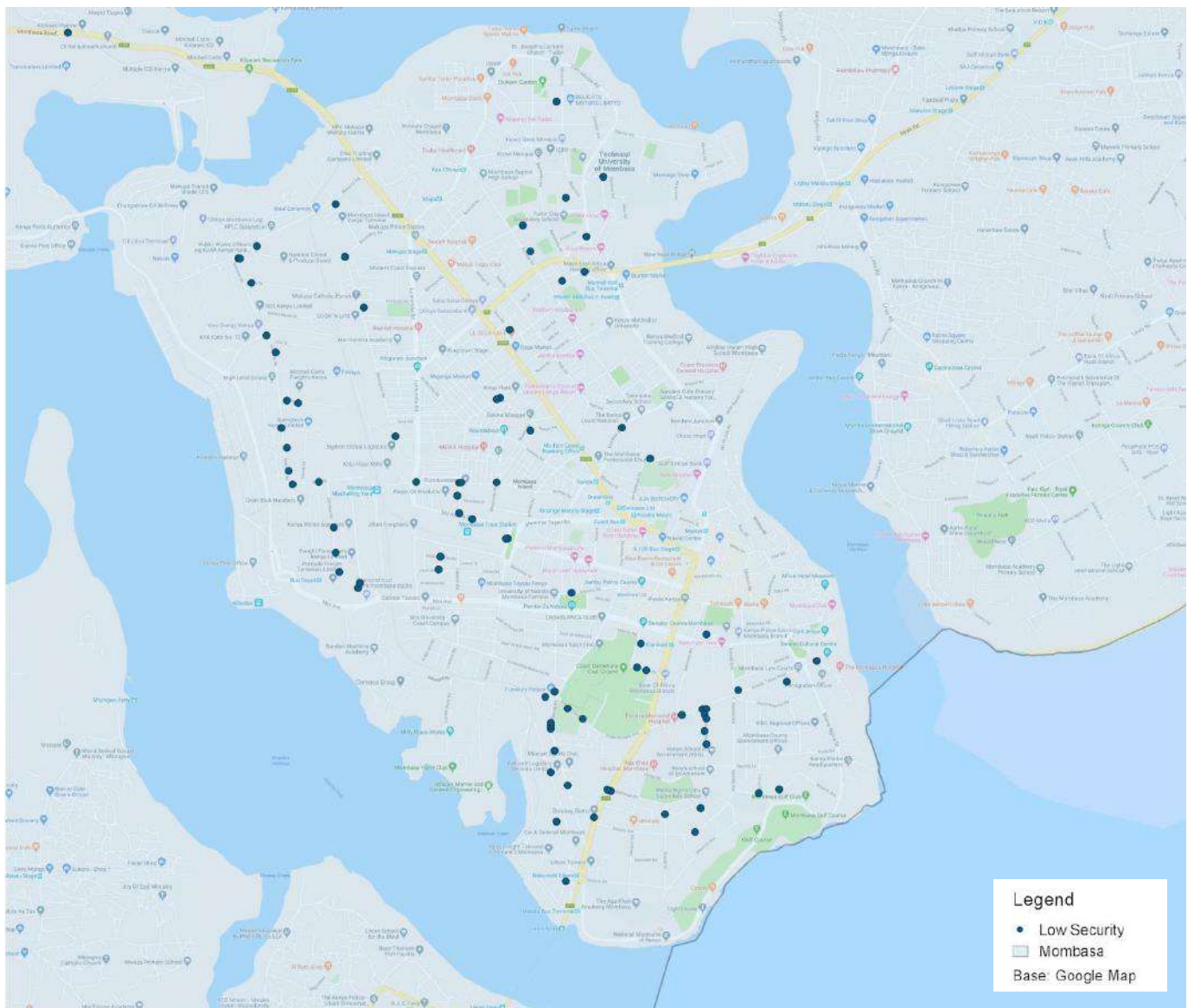
Map 5 indicating Security rating

A total of 212 points were found to have a Poor rating for Visibility, which indicates the lack of “Eyes on the Street”. Out of these, 87 points (41%) were found to have a Poor rating for Security. This relation between Visibility and Security can be seen in Map 6 below. Visibility, or “Eyes on the Street” is generally considered to be a natural surveillance on the street. So, the points in the map below show areas where there is no security surveillance or natural surveillance.

As seen from Map 5, there are over 350 points which have a Poor rating for Security. The points shown in Map 6 are the ones that should be addressed on priority to improve the safety.



Image 10 showing high boundary wall and no security



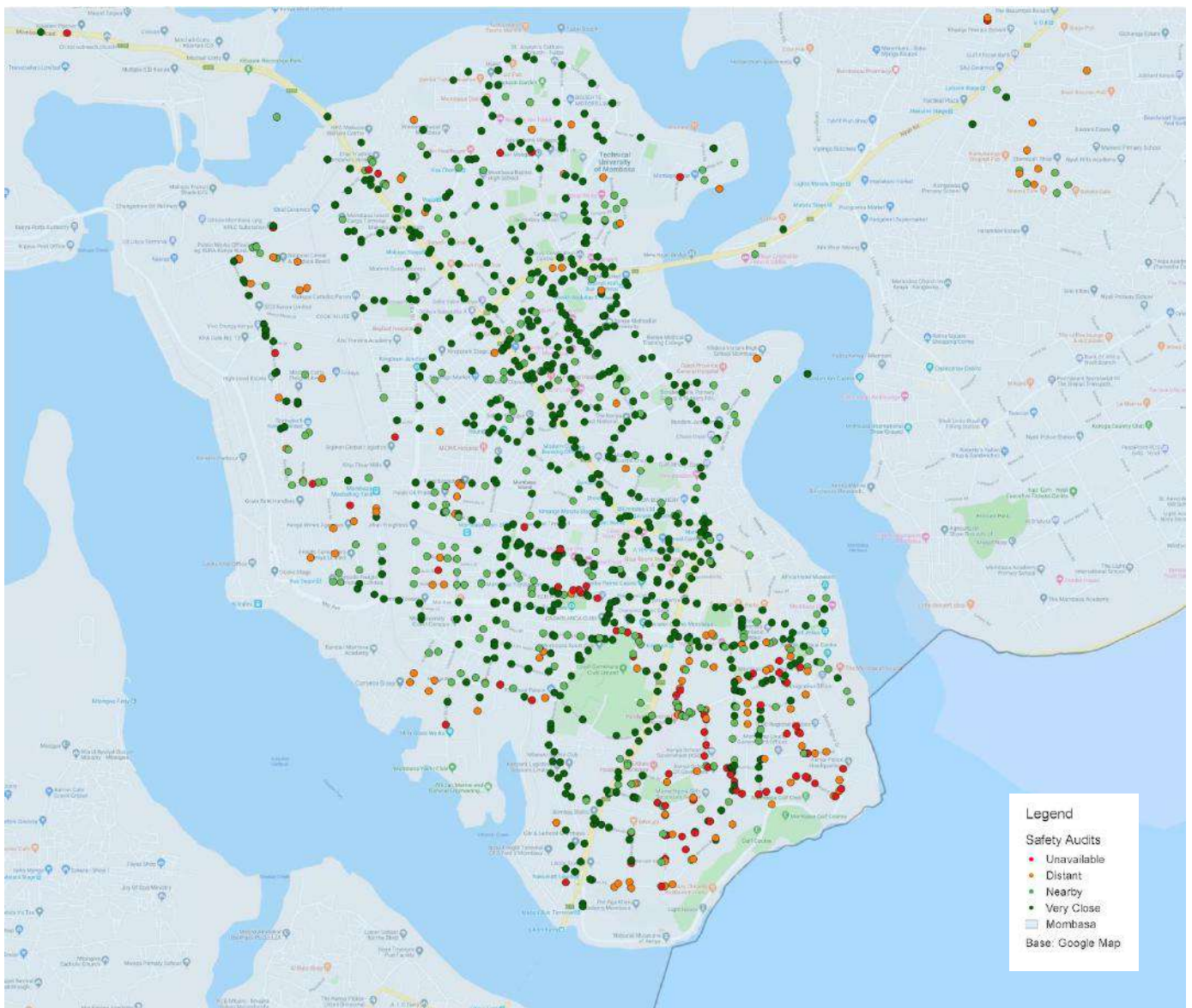
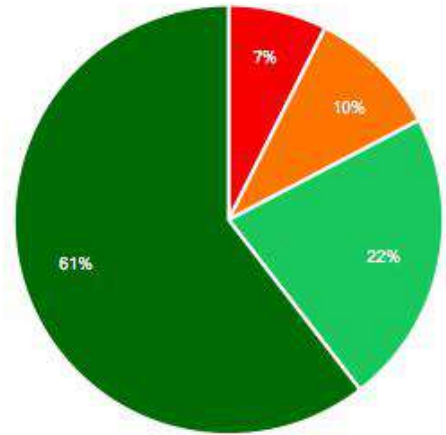
Map 6 indicating places with no natural or security surveillance

Public Transport

2.3 / 3

The Public Transport parameter rates the ease of accessing any mode of public transport i.e. bus, tuk-tuk, matatus, taxi, train etc.

Public Transport in Mombasa has been rated 2.3/3 which is Good. As can be seen in the map, public transport is accessible in most parts of the city. The commonly used modes of public transport are matatus and tuk-tuks.



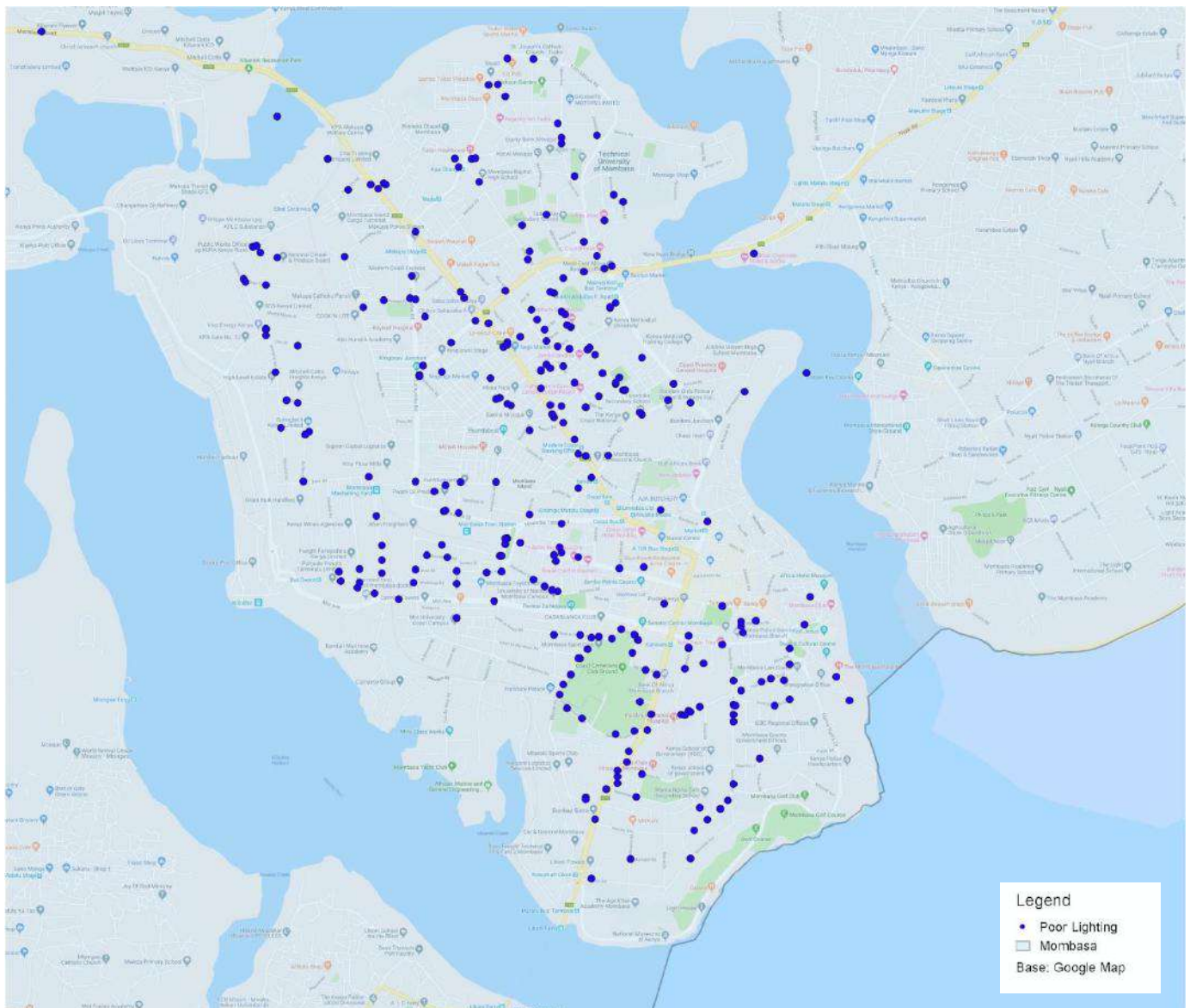
Map 7 indicating Public Transport rating

A total of 903 points were found to have a Good rating for Public Transport which indicates the ease of accessibility to different forms of public transport. Out of these, 279 points (31%) were found to have a Poor rating for Lighting. This relation between Public Transport and Lighting can be seen in Map 8 below. It is important to have proper lighting infrastructure in places with public transport stops and on the roads connecting them so that it is easy for people to move around safely.

Additionally, the volunteers who conducted the safety audits have mentioned in the comments that many of these areas have non-functional streetlights. For the transport stops, it is important to have proper lighting and walking infrastructure. Street furniture should also be provided for commuters.



Image 11 showing public transport and no streetlights



Map 8 indicating places with accessible Public Transport and low rating of Lighting



Image 12 showing tuk-tuks with no proper place for stopping



Image 13 showing matatus with no proper place for stopping



Image 14 showing public transport in the city

Recommendations

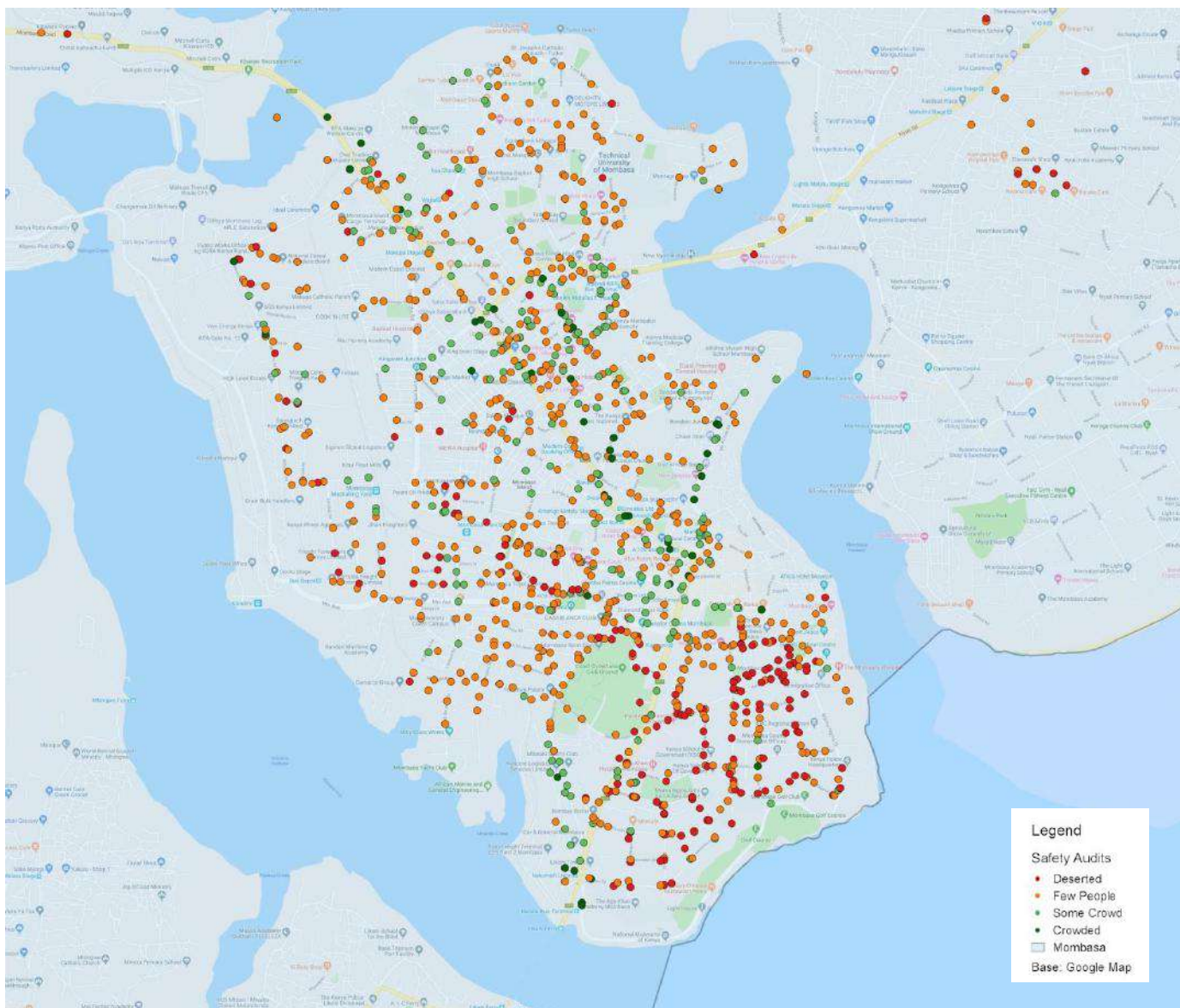
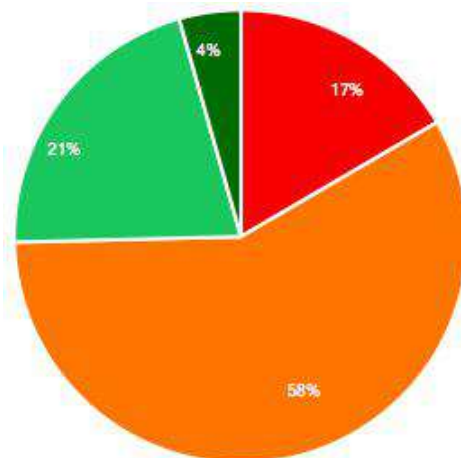
- Existing matatu stops should be provided with proper shelter. They should be well-lit and have adequate seating for the commuters. Interactive panels indicating routes, emergency helpline numbers and an emergency button for help or distress should be provided at the bus stops.
- Designated tuk-tuk stands should be set up with proper space for parking.
- The streets around these stops should have space for vendors and hawkers around them.
- Though access to public transport is good in Mombasa, there is a need for gender sensitization within the network as from the Baseline study conducted by Flone Initiative.

People

1.1 / 3

The People parameter refers to the number of people present in the public space where the audit is being conducted.

People for Mombasa has been rated 1.1/3 which is Poor. 17% of the points have been given a low rating and 58% have been given a Below Average rating. This shows that there is a lack of people in the public spaces of the island after dark. This points to the lack of activity on the streets post sunset.



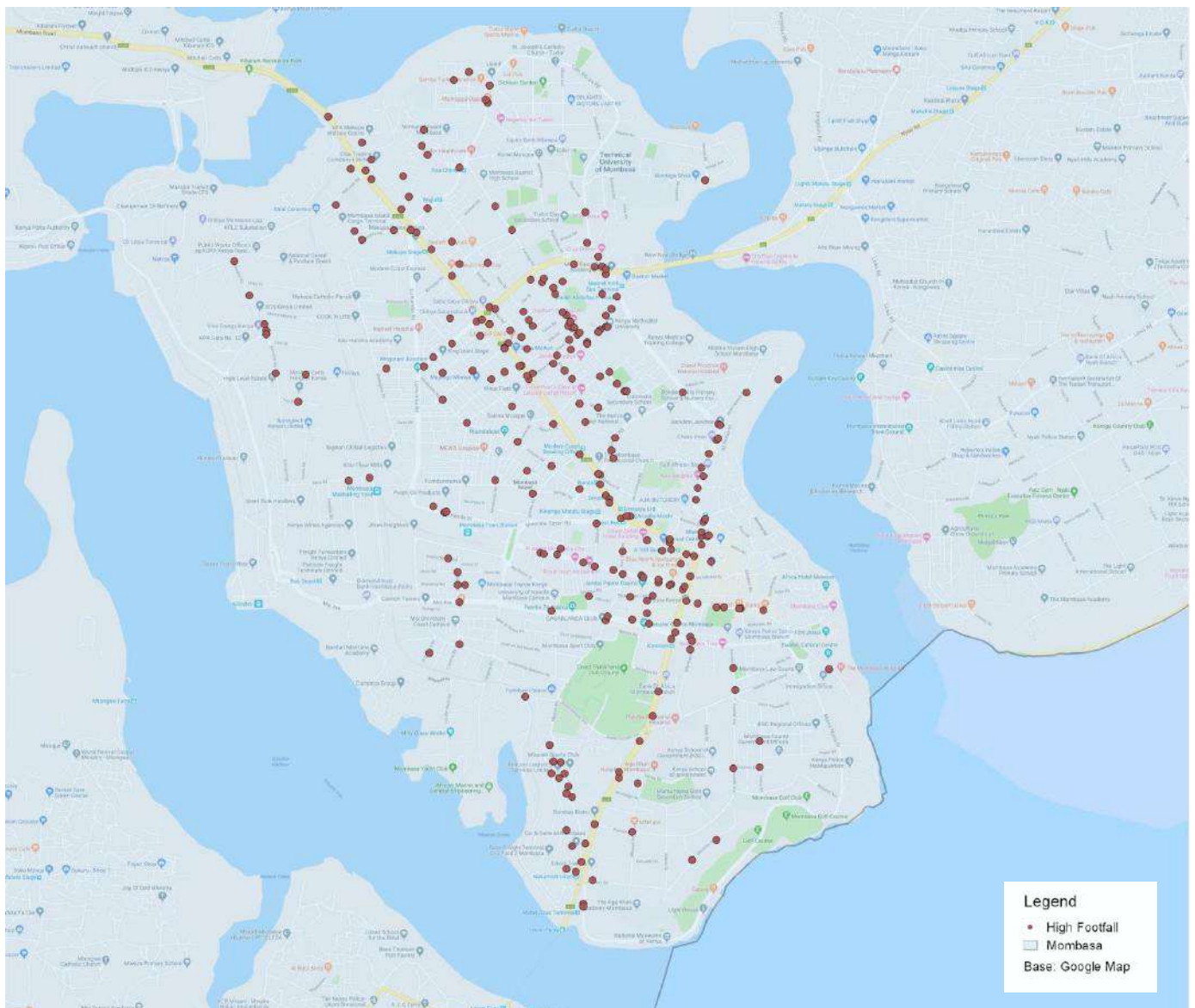
Map 9 indicating People rating

There are over 900 points in the island where Public Transport has been rated Good. Out of these, 266 points (29%) have a Good rating for People. This relation between Public Transport and People can be seen in Map 8 below. This shows that at places where public transport is easily accessible, there are people, be it for commute or not. Since there are people present in these places, these should be given priority for infrastructure improvement.

The volunteers who conducted the safety audits have left comments on the poor maintenance of the lighting infrastructure at some of the points marked in the map below. This indicates that lighting infrastructure should be improved on priority.



Image 15 showing people using the public spaces



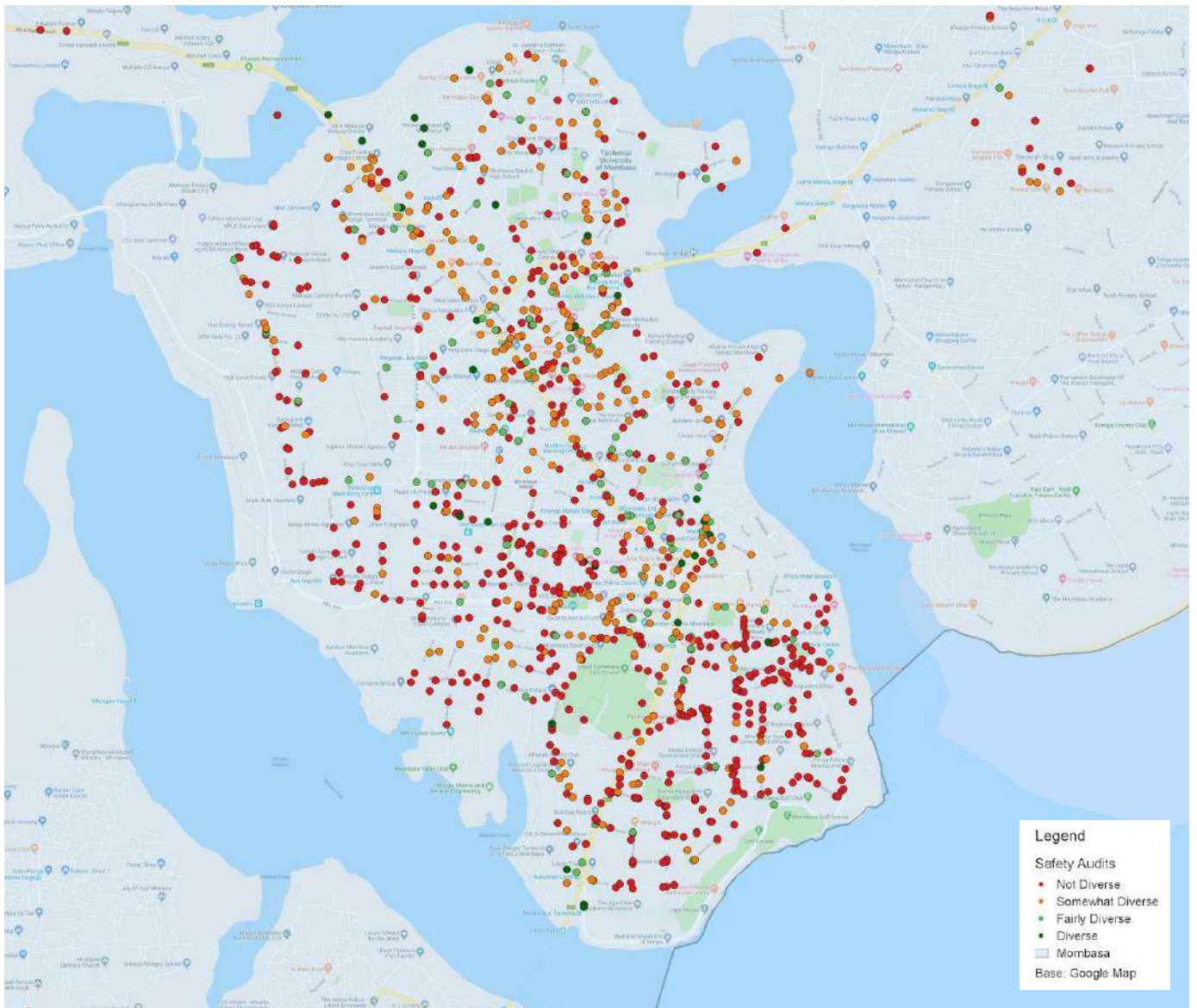
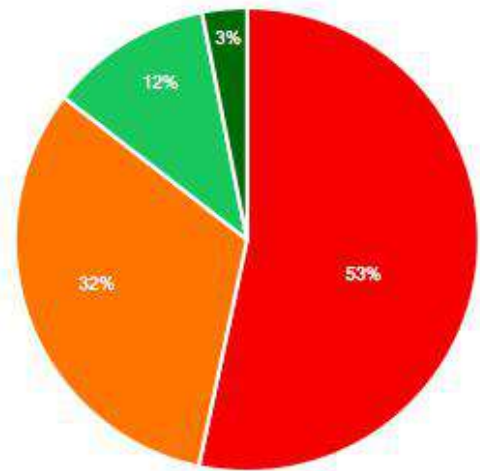
Map 10 indicating places with accessible Public Transport and high rating of People

Gender usage

0.6 / 3

The Gender Usage parameter refers to the number of women and children present in a public space in comparison to the men. This means that even if there are few people, but they are mostly women, then the rating for this parameter would be high.

Gender Usage for Mombasa has been rated 0.6/3 which is Poor. 53% of the audit points have been given a low rating. In most parts of the island, the number of people are also few, so the rating for Gender Usage is a two-fold problem that has to be addressed. The first is that there have to be more people out on the streets and in public spaces and the second that there has to be gender diversity within those people.



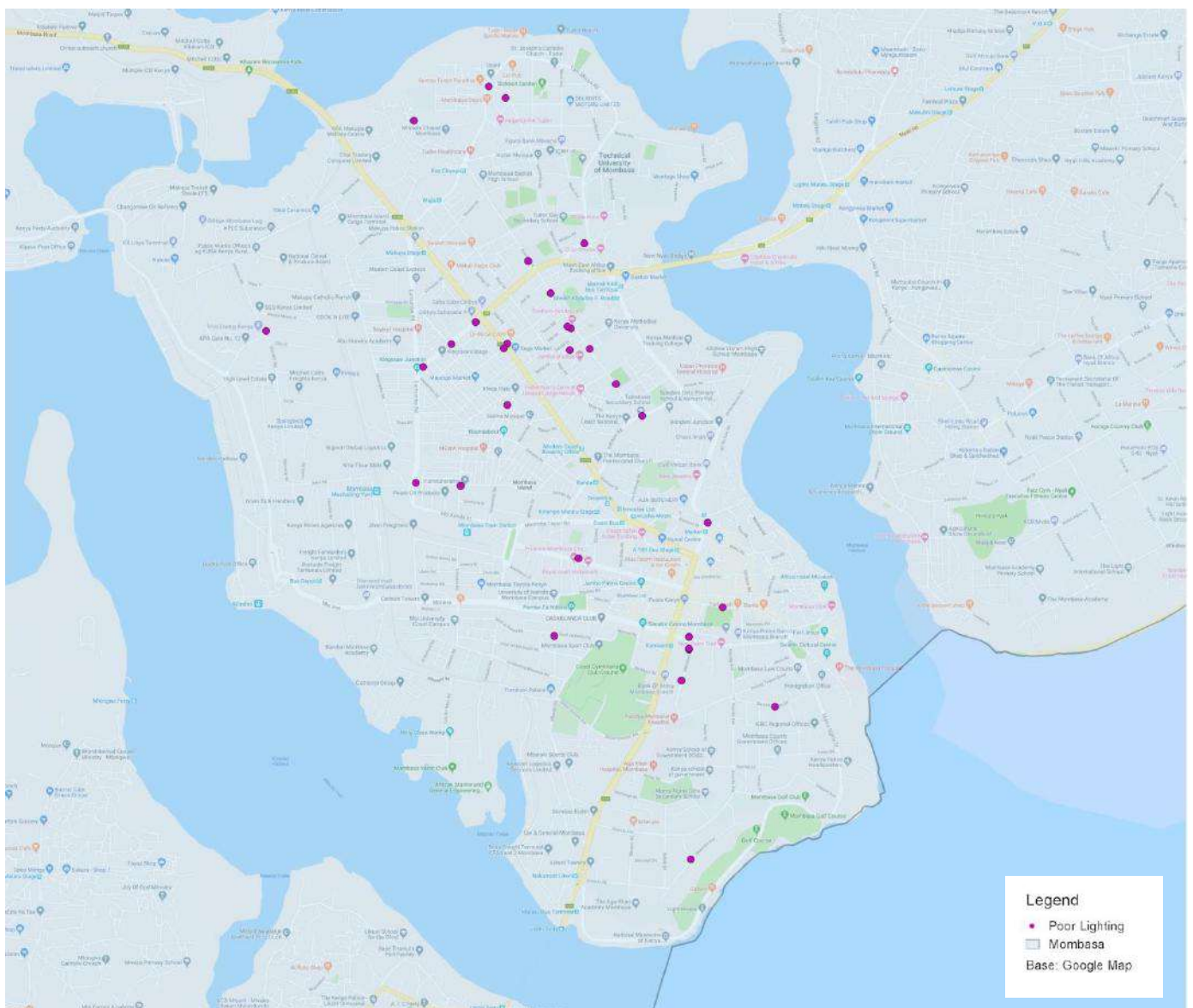
Map 9 indicating Gender Usage rating

A total of 159 points were found to have a Good rating for Gender Usage which indicates the presence of women and children after dark. Out of these, 32 points (20%) have a Poor rating for Lighting. This relation between Gender Usage and Lighting can be seen in Map 10 below. Some of the comments received by the volunteers in these areas were that although there are streetlights present, they are not working or functional.

These identified spots should be dealt with on priority so as to promote more women and children to use the public spaces and make these spaces more active and lively. Lighting has been found to have a high impact on the feeling of safety and hence, should be addressed as a priority for infrastructure improvement.



Image 16 showing a street with no streetlights



Map 11 indicating places with good gender diversity and low lighting



Image 17 showing no women near public transport



Image 18 showing no women near public transport



Image 19 showing few/no women in a public space

Recommendations

- There should be Awareness campaigns and streets activities arranged which promote women and girls in public spaces so they feel comfortable using public spaces.
- There should be gender sensitization training within the public transport sector to promote more women in the industry.
- Infrastructure in public spaces, like seating and lighting need to be improved so it proves to be a welcoming environment for more women and children to use.

Recommendations

Below are the parameter-specific recommendations as a way forward for Mombasa.

SNo.	Lighting Issues	Street Name	Recommendation
1	Non-functional streetlights	Makande Road Unga Street Swalenguru Road Mozambique Road Tana Street Koinage Road Shimanzi Road	On these stretches of road, there are streetlights installed, however, some of the streetlights are not working. These need to be repaired and maintenance checks for the same should be planned to avoid this issue from occurring in the future.
2	Absence of streetlights	Zanzibar Road Kisauni Road	On these stretches of road, there are gaps in the streetlight installations. More streetlights should be installed for a properly lit road.
3	Location/Position of streetlights	Junction between Kisauni Road and Maalim Juma Mohamed Road	This junction has lights on one side but no lights on the other side which has a walkpath. Lights should be installed here so that it is easy for people to walk around the city.

SNo.	Walkpath Issues	Street Name	Recommendation
1	Unpaved or broken walkpath	Mogadishu Road Dar Es Salam Road Makande Road towards Shimanzi Road	There is space for a walkpath present on these roads, however, it is unpaved or broken. These walkpaths need to be repaired and paved.
2	Maintenance of walkpath	Margaret Road Mathenge Road 3 Mikindani Road Voi Street Opposite D.T Dobie, Tudor - Mwisho, Tom Mboya Rd	There is grass on both sides of the road obstructing the space for walking. Proper maintenance of these walkpaths should be scheduled for ease of walking in these areas. This can be done by trimming the grass or have a certain portion of the walkpath free of grass.
3	Designated space for walkpath	Ronald Ngala Road Wakauma Avenue Nelson Mandela Avenue Junction Nelson Mandela Avenue - Obote Avenue Junction	There are roads, paved and unpaved, where there is no proper distinction between the space for cars and the space for pedestrians. A proper divide should be created with a walkpath that is properly paved.

Recommendations

SNo.	Visibility Issues	Street Name	Recommendation
1	High boundary walls and lack of activity	Koinage Road Makaburini Road Mosque, Nyerere Avenue Dedan Kimathi Road Kaunda Avenue	There height of the boundary walls in these areas is too high and creates a division between the people on either side of the wall. The height of the walls should be made lesser so that there are more “eyes on the street”. This can be done by adding grilles to the top of the walls instead of having them at the current height. These streets can also be made more active by the addition of vendors and hawkers along side the walkpath so as to promote active streets.
2	Low Security and poor visibility	Mbaraki, Kwale Road Mogadishu Road, Moi Avenue Shimanzi, Makande, Masai Street Narok Road Near Mvita Grounds, Baringo Road	These streets have low natural and security surveillance. Both of these should be improved. Natural surveillance can be improved by the addition of more hawkers and vendors to make the streets more active. Security surveillance can be improved by the addition of these streets to police patrolling routes, CCTVs cameras and more police personnel.

SNo.	Public Transport Issues	Recommendation
1	Poor infrastructure	The infrastructure at and around public transport stops should be improved. The shelters/stops should be properly lit and have proper street furniture for commuters who are waiting. This promotes more people to use public transport and improves the feeling of safety at the shelters/stops.
2	Parking infrastructure	The should be designated places for tuk-tuk stands so that people can easily access them. It is important to have parking facilities for the tuk-tuks so that they have a place to wait without interfering with oncoming traffic or obstructing the walkpath for pedestrians.

Conclusion

This report has compiled the analysis of issues and concerns around creating safer public spaces for women in Mombasa based on the safety audits conducted using the My Safetipin app. Based on the data collected, Safetipin assigns safety scores to specific places. High safety scores reflect when and where citizens feel safe when moving around the city. The data can help ensure the safety of any given place, with a means to hold governments accountable where the safety score is low. This data is available for public agencies to use for making improvements as the Safety Score is unpacked to reveal the elements that cause fear and may lead to violence and crime.

The data based on the audits gathered by Safetipin has been used by several cities to enable city stakeholders to make relevant changes. The data collected in this project will be useful for key urban stakeholders in Mombasa to make changes that will create safer cities for women and thereby increase women's rights and access to opportunities. Globally, this issue has come into the limelight, with the generation of ever more data that demonstrate how sexual harassment and fear shape a women's experience of the city.

International agendas like the Sustainable Development Goals (SDG 11 in particular) and the New Urban Agenda have brought urban problems and challenges to the centre and set targets for achieving more inclusive and sustainable cities. Data is key in being able to measure how well each city and country is able to achieve these goals. Further, partnerships are crucial in addressing key social challenges today (SDG 17) and initiatives such as this exemplify strong partnerships between a range of stakeholders. Lack of safety and presence of fear are a threat to women's rights and equality all over the world and making our streets safer for them goes a long way towards the goal of gender equality.





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