

Community Safety and Crime Prevention Advisory Committee

Report

6th Meeting of the Community Safety & Crime Prevention Advisory Committee
September 27, 2018
Committee Room #1

Attendance PRESENT: L. Norman (Chair), J. Bennett, B. Hall, R. Harvey, M. Sherritt and B. Spearman and H. Lysynski (Secretary)

ALSO PRESENT: R. Brittan, T. MacDaniel and J. Walter

REGRETS: I. Bielaska-Hornblower, S. Davis, M. Melling and L. Steel

The meeting was called to order at 12:20 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 London Transit Commission's Travel Safe Program

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee (CSCP) received the attached presentation from S. Wilson, Director of Operations, London Transit Commission, with respect to the London Transit Commission's Travel Safe program.

3. Consent

3.1 5th Report of the Community Safety & Crime Prevention Advisory Committee

That consideration of the 5th Report of the Community Safety and Crime Prevention Advisory Committee BE POSTPONED to the next Community Safety and Crime Prevention Advisory Committee meeting.

3.2 Municipal Council Resolution - Appointment of a Non-Voting Member

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on July 24, 2018, with respect to the appointment of T. MacDaniel to the Community Safety and Crime Prevention Advisory Committee, was received.

3.3 Municipal Council Resolution - 5th Report of the Community Safety and Crime Prevention Advisory Committee

That consideration of the Municipal Council resolution adopted at its meeting held on June 28, 2018, with respect to the 5th Report of the Community Safety and Crime Prevention Advisory Committee BE POSTPONED to the next Community Safety and Crime Prevention Advisory Committee meeting.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 2019 Mayor's New Year's Honour List

That consideration of the 2018 Mayor's New Year's Honour List Nominations BE POSTPONED to the next meeting; it being noted that the Members were requested to submit Nominations at the next meeting.

5.2 Terms of Reference

That consideration of the Community Safety and Crime Prevention Advisory Committee Terms of Reference BE POSTPONED to the next meeting; it being noted that Members were asked to review the Terms of Reference and provide potential amendments to the next meeting.

5.3 Budget

That consideration of the 2018 Community Safety and Crime Prevention Advisory Committee budget BE POSTPONED to the next meeting.

5.4 Safe Cities Update

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee heard a verbal update and received the attached brochure from L. Norman, with respect to the first meeting of the Safe Cities Committee.

6. Deferred Matters/Additional Business

6.1 (ADDED) Children's Safety Village

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee heard a verbal update from J. Bennett with respect to the Children's Safety Village.

7. Adjournment

The meeting adjourned at 2:10 PM.



Your Safety is our Priority

All LTC employees continue to maintain the standards of quality service and concern for our customer's safety.



Courtesy stops – Rider requested Courtesy Stops along LTC routes where safety permits

Customers are asked to use LTC bus stops whenever possible, however, if requested and it is safe to do so, Operators will discharge or pick up customers between stops particularly during hours of darkness (morning or evening) or in the event that the customer(s) safety and/or health may be jeopardized. Operators are required to use discretion when doing so, taking into consideration weather and traffic conditions, and safety. If the area is not deemed a safe place to stop, Operators will indicate this to the customer and make a stop at the nearest safe location on the route. Please note that on Express routes, due to their limited-stop nature, Operators shall only perform courtesy stops in emergency situations.



On-board Safety – On-board audio-video surveillance and ability for drivers to contact the police

Operators can notify the London Police Services via LTC Dispatch if need be.

In addition, LTC vehicles are equipped with digital recording devices intended both as a deterrent to acts of vandalism/violence, and also for investigative purposes in the event of incidents occurring on the vehicle.



Community Safety – With close to 200 buses on the road, LTC has many eyes on the community to assist when needed.

LTC plays a far greater role in community safety than that provided while customers are on-board the vehicle. Londoners should utilize LTC buses as a safe haven should they be in a threatening situation, or to flag down an LTC Operator if they are in need of immediate assistance where their safety is being threatened.



Incident Reporting – Report any suspicious or threatening activities to drivers and/or call 911

To report any other concerns, please email ltc@londontransit.ca or, during business hours, please call Customer Service at 519-451-1347 select option '0' to speak to a representative who will assist you.

System safety and security is everyone's responsibility - see **something, say something**". Concerns can be reported to bus Operators.

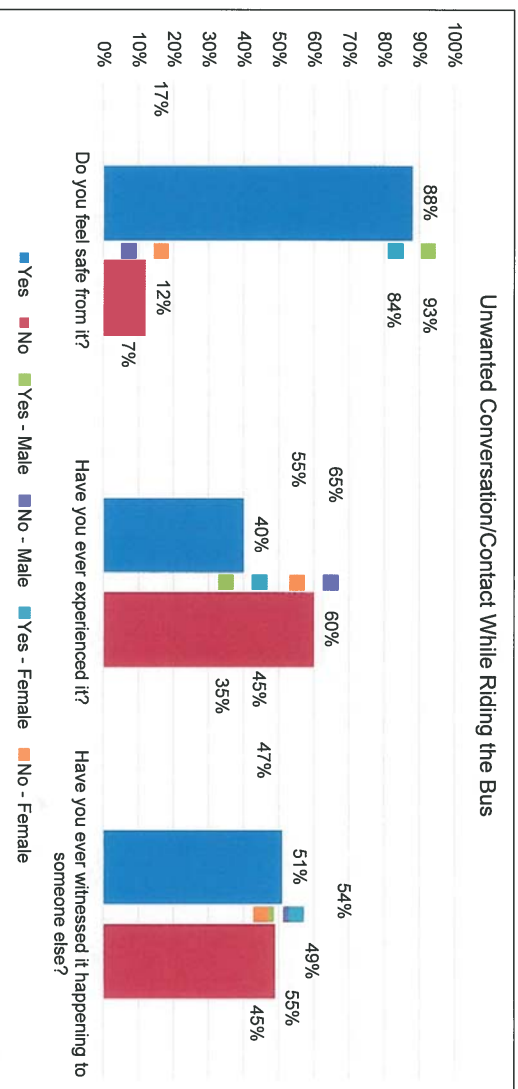
Remember - in the case of an emergency, call 911 immediately.

Safety & Security

- In Waves 1 and 2, customers were asked how safe they felt riding the bus and how safe/secure they felt while waiting for the bus. In Wave 3, London Transit requested a deeper dive into feelings of safety and security while riding and waiting for the bus. Customers were asked the following three questions about their experience while riding the bus and while waiting for the bus at the bus stop:
 1. Do you feel safe from unwanted contact/conversation?
 2. Have you ever experienced unwanted contact/conversation?
 3. Have you ever witnessed unwanted contact/conversation?
- Overall, customers feel safer while riding the bus than while waiting for it, but slightly more than while waiting for the bus.
- In both scenarios, females feel less safe than males.
- In both scenarios, more females report having experienced and witness unwanted contact/conversation than males.

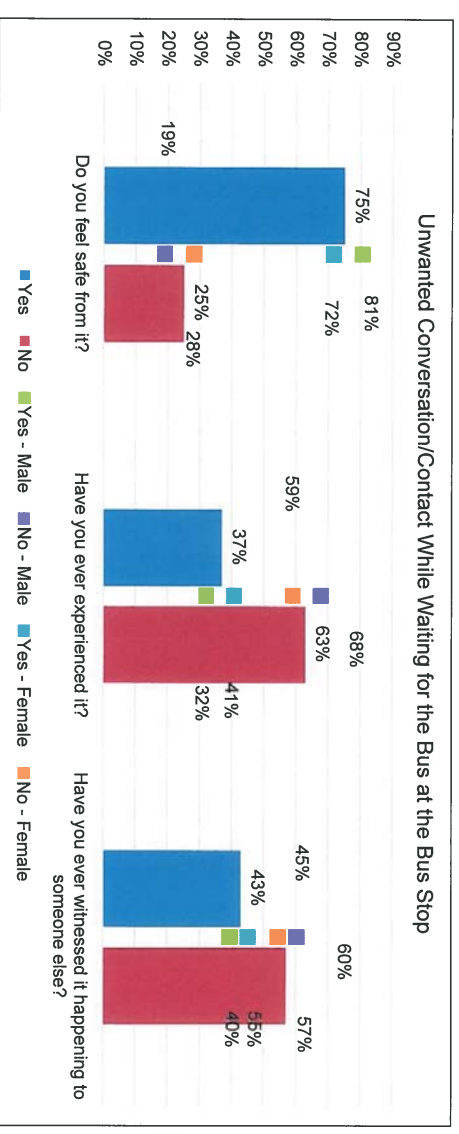
Unwanted Conversation/Contact While Riding the Bus

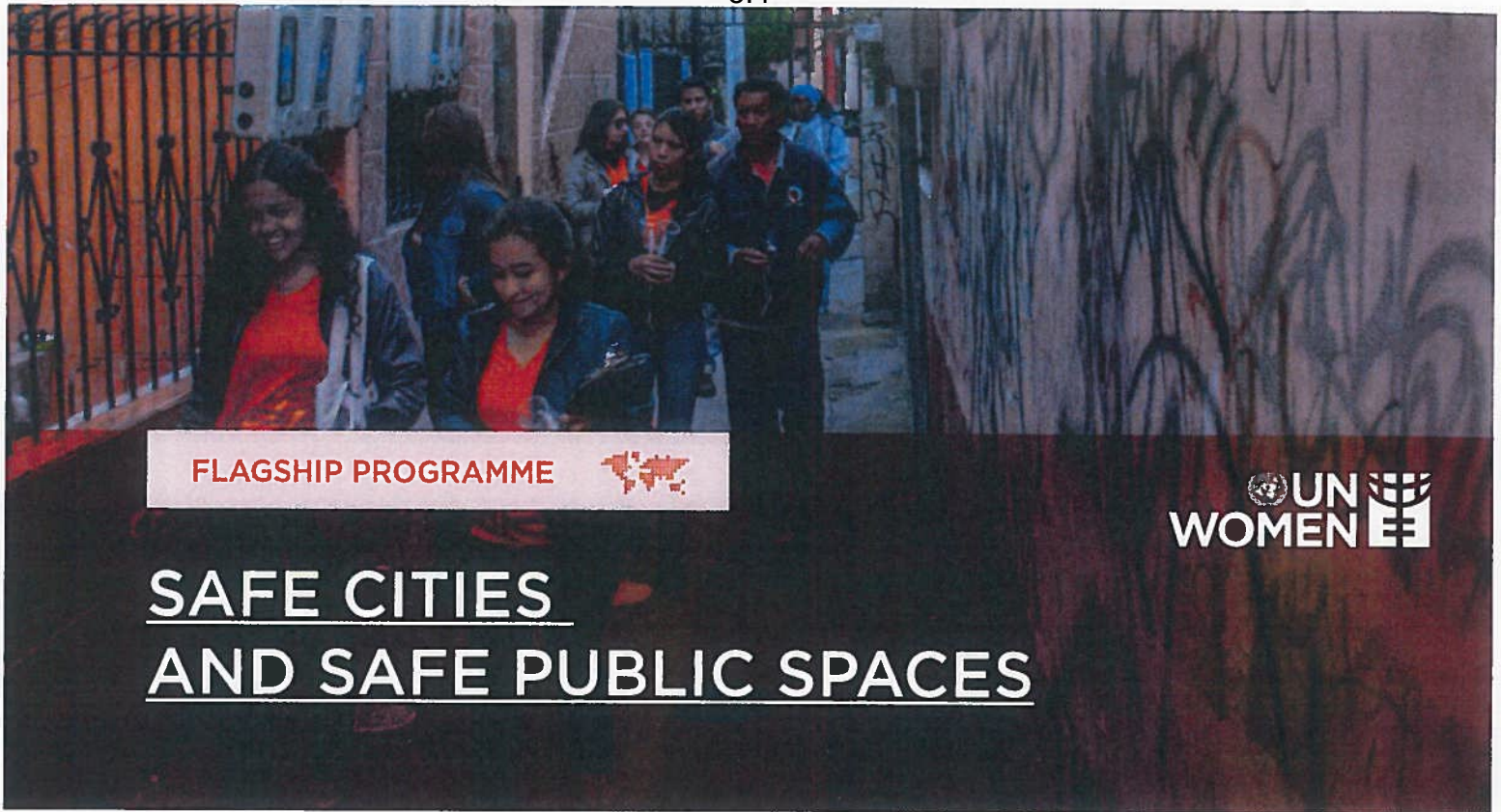
- 88% of customers feel safe from it (84% of females, 93% of males)
- 40% of customers have experienced it. (45% of females, 35% of males)
- 51% of customers have witnessed it. (55% of females, 47% of males)



Unwanted Conversation/Contact While Waiting at the Bus Stop

- 75% of customers feel safe from it. (72% of females, 81% of males)
- 37% of customers have experienced it. (41% of females, 32% of males)
- 43% of customers have witnessed it. (45% of females, 40% of males)





FLAGSHIP PROGRAMME



SAFE CITIES AND SAFE PUBLIC SPACES

Photo © UN Women/Nicolas Reyes

The Issue

Women and girls fear and experience various types of sexual violence in public spaces, from unwanted sexual remarks and touching to rape and femicide. It is a universal issue. It happens on streets, in and around schools, public transportation, schools, workplaces, public toilets, and parks in urban, rural, and conflict/post conflict settings.

This reality reduces women's and girls' freedom of movement and their ability to study and work, access essential services, participate in public life, and enjoy recreation opportunities. This impacts negatively their health and well-being.

In 2013, the United Nations Commission for the Status of Women (CSW57) identified various forms of sexual violence against women and girls (SVAWG) in public spaces as a distinct area of concern, and called on governments to prevent it. The 2030 Agenda for Sustainable Development has set "the elimination of all forms of violence against all women and girls in public and private spheres" as one of its specific goals (Target 5.2). In 2016, the New Urban Agenda commits to promote a safe, healthy, inclusive, and secure environment in cities and human settlements for all to live, work, and participate in urban life without fear of violence and intimidation.

Cover photo: Young women and men agents of change conduct safety audits in Quito to identify spaces that could change to improve feelings of safety among residents in the programme site, Quito 2015.

Our Strategy for Change

UN Women's Global Flagship Initiative "Safe Cities and Safe Public Spaces" builds on its "Safe Cities Free of Violence against Women and Girls" Global Programme launched in November 2010, to prevent and respond to SVAWG in public spaces.

Participating cities commit to:

1. Identify gender-responsive locally relevant and owned interventions. Conducting a scoping study is essential as it provides specific data to ensure a deep understanding of local forms of SVAWG in public spaces. Key stakeholders reflect on the findings to develop programmes with a specific set of results based on the local context and joint accountability.

UN WOMEN'S FLAGSHIP PROGRAMME INITIATIVES

Safe Cities and Safe Public Spaces is one of UN Women's Flagship Programming Initiatives designed to ensure that UN Women can deliver on the Sustainable Development Goals (SDGs). This Flagship Programme will support national governments to address multiple SDG targets across multiple goals.

FOR MORE INFORMATION ON THIS PROGRAMME, CONTACT:
safecities@unwomen.org



2. Develop and effectively implement comprehensive laws and policies to prevent and respond to sexual violence in public spaces. Through capacity building, awareness raising, community mobilization and other strategies, authorities, women's grassroots and community partners are equipped to advocate, develop, and monitor the effective implementation of law and policies, and to make sure that accompanying resources are in place to support this action.

3. Investments in the safety and economic viability of public spaces. A gender approach to urban planning ensures that the needs of women and men are taken into account across all municipal departments' planning. This includes public infrastructure (investments in safe potable water, improved sanitation, lighting, creation of market stalls, provision of training on financial literacy) and economic development, focusing on opportunities for women's empowerment.

4. Change attitudes and behaviors to promote women's and girls' rights to enjoy public spaces free from violence. Girls, boys and other influential champions are engaged in transformative activities in schools and other settings to promote respectful gender relationships, gender equality, and safety in public spaces.

UN Women is a strong technical partner in city-led programmes. At global level, a package of guidance notes and other tools are available which can be adapted to country context. In collaboration with partners across cities, UN Women facilitates an online Knowledge and Exchange Platform, and convenes a Global Leaders' Forum to promote exchange and advance knowledge on trends, practices and lessons learned in safe cities and safe public spaces initiatives.

FACTS AND FIGURES - ENDING VIOLENCE AGAINST WOMEN

- In Washington, D.C., United States, a survey revealed that 27% of women transit riders experienced some form of sexual harassment (WMATA, 2016).
- In Port Moresby, a scoping study reveals that over 90% of women and girls have experienced some form of sexual violence when accessing public transportation (UN Women 2014).
- In Kigali, baseline study shows that 55% of women reported that they were concerned about going to educational institutions after dark (UN Women 2013).

SOME ACHIEVEMENTS

- Quito (Ecuador) amended a local ordinance to strengthen action against sexual harassment in public spaces. In 2016, the municipality adopted the Safe City Programme as an emblematic programme with strategies, interventions and a budget allocation.
- Egypt's Ministry of Housing, Utilities and Urban Development adopted women's safety audits to ensure a gender approach to urban planning.
- Rwanda's Gender Monitoring Office launched their own training on the prevention of sexual harassment against women in public transportation.
- Port Moresby (Papua New Guinea) established vendors associations in their safe market programme, with 50% representation of women in executive positions.

Partnerships for change

AT LOCAL, NATIONAL AND REGIONAL LEVELS: Authorities from a range of sectors and ministries (economic development, urban planning, transport, community development, women's machinery, justice, police, education, health, etc.); grassroots women's, youth, and men's groups and organizations, UN agencies; research and educational institutions, private sector, media, etc.

AT GLOBAL LEVEL: UN-Habitat, UNICEF and other agencies, Women in Cities International, Women and Habitat Network of Latin America and the Caribbean, the Huairou Commission, and United Cities and Local Governments (UCLG).

A growing list of champion cities

Participating cities: Cairo, New Delhi, Kigali, Port Moresby, Quito, Cape Town, Marrakech, Rabat, Quezon City, Mexico City, Dublin, Winnipeg (jointly with the Province of Manitoba in Canada), Edmonton (jointly with the Province of Alberta in Canada), Sakai, New York, Brussels, Guatemala City, Maputo, Tegucigalpa, Medellin, Bogotá, Cuenca, Villavicencio, Ho Chi Minh, Santo Domingo, Puebla and Torreón.

UN Women would like to thank our global partners, including our founding donor partner the Spanish Agency for International Development Cooperation (AECID), and the Government of the Republic of Korea, UNILEVER, and the Iceland National Committee for UN Women.