



# **Mill Bay - Malahat Safety Audit**

**Cowichan Women Against Violence Society  
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## **SUMMARY**

The Cowichan Valley Safety Audit Project is a regional initiative supported by the C.V.R.D., provincial and federal governments, whose purpose is to address women's and children's personal and public safety at the local level through design and management of community environments.

Approaches to build safer communities recognize the relationship between violence, fear and the built environment. While design of places such as streets, buildings and parks do not cause crime and violence, they can be an important consideration in prevention of crime and violence. Safety audits are a tool to examine places and identify ways to improve them to increase safety for women, children and everyone.

The safety audit for Mill Bay - Malahat has involved community consultation through distribution of a survey, interviews, presentations and discussions, to obtain information on perceptions of safety, identify concerns, places where safety is a concern and aspects of places that present obstacles to safety for women and children. Surveys and discussions also sought to identify positive aspects about community, to obtain information about community strengths and places people consider to be safe, to be able to draw upon those strengths and provide positive examples for other areas to follow.

Input about safety issues and concerns received from surveys, audit walks and other consultation indicates the following:

There seems to be a high level of community interest and involvement in committees and organizations which work for the betterment of the community. Responses from individuals, committees, community groups and businesses to this safety audit as an avenue to identify and subsequently respond to community safety concerns demonstrates interest by the community at large to maintain and enhance quality of life for people in the area.

Many people have a high appreciation of their community, enjoy their rural environments and feel their community is generally safe. However, in response to questions about how they feel about their safety, almost half of survey respondents indicated concern sometimes or often for their safety at home, and two thirds indicated concern for their safety in public places - streets, roads, highways, parks/recreation areas, parking lots and commercial areas.

In general, isolation, darkness, inadequate lighting, traffic / pedestrian issues, presence of people and perceived lack of security were noted most frequently as aspects that cause concern.

Over half of survey respondents limit their activities and/or engage in safety precautions to ensure their safety. Avoiding certain places, not going out at night at all or alone, and taking precautions to plan a route with safety in mind were noted most often as measures to ensure safety for women. The majority of parents with children place restrictions on children's activities and engage in precautions to ensure their children's safety. These included measures

such as not letting children go out alone, driving them and accompanying them to places, precautionary planning such as scheduling phone check-ins. While taking precautions for safety is an essential part of individual, family and community safety, it is important to acknowledge that these are limitations, particularly as they pertain to women's and children's participation in their communities.

From the input received, areas were identified for site specific audits which were carried out with the assistance of community volunteers between May and July, 1997. Places included Kerry Park Recreation Centre, Mill Bay Centre, Malahat, portions of the Trans Canada Highway and rural roads. The first three sites were chosen for safety audits in particular for their representation of safety factors rather than for actual numbers of people who specifically named them as places of concern. Several respondents indicated these areas as safe places, and contributed their perceptions as to why they were considered to be safe.

In general, observations and suggestions from the site visits reflected concerns and suggestions for improvements cited in the surveys. Solutions to increase safety and sense of safety in the general community and the audited areas ranged from aspects around physical design of places (such as lighting, signage, trimming vegetation, creating better pedestrian walkways), to reducing isolation, improving accessibility and mobility, to enhancing provision of information, education, recreational activities and opportunities in the local community. Provision of information and education about violence issues figured prominently in discussions about solutions to enhance personal safety of women, children and seniors.

Recommendations are put forward in this report to address improvements for site specific concerns, suggest topics which can be included in community plans and planning processes, responses and co-operative efforts of private businesses, agencies, community organizations and the C.V.R.D. Indeed, some of the recommendations in this report have already been addressed by members of the community.

Safety audits are intended to be a process and an avenue for discussing and addressing needs for personal and public safety in communities. Similar to any 'planning' process, they are not a finite statement, but rather are a 'snapshot' in time. Personal safety needs to be an ongoing consideration in matters of community development. It is hoped that this project has provided a beginning for such a process.

## **1. INTRODUCTION**

### **Safety Audits**

The purpose of a Safety Audit is to address personal and public safety of women and children through examining community environments from those perspectives and recommending solutions to reduce opportunities for crime/violence and enhance sense of safety.

### **Why focus on women and children?**

Safety audits focus on safety of women and children. This focus is not meant to ignore or minimize the high rate of violence experienced by men. Rather, it is meant to highlight the unique situations of women, their higher risks of certain kinds of crime and violence and the resulting limitations on their use and participation in their communities.

Violence and the resulting fear of violence has unique and significant implications for women's and children's lives, both as individuals, and in the way they use their communities. Statistics show that over half (57%) of all women restrict their activities out of concern for their safety, including work, education, recreation, and many seemingly routine activities. (Statistics Canada, 1993)

### **Small and Rural Communities**

Rural communities offer many positive features and advantages because of their amenities and the familiarity they offer. However, rural women may face obstacles to safety that are often similar to those of women living in urban areas, and they also face issues particular to living in a rural community due to geographical isolation; lack of essential and / or accessible emergency services such as crisis centres, medical clinics, social and police services; long distances to work and recreation and lack of public transportation systems.

### **Safety Concerns**

(Appendix 1 provides selected statistics on experience and worry about crime and violence.) Many people, particularly women and children, have concerns about their safety in public and semi-public places - at home alone, walking alone in our neighbourhoods after dark, going out at night to meetings, waiting for and using public transportation, at our places of work, and school. Characteristics of places that are identified in relation to safety concerns include isolation, inadequate lighting, security, entrapment and hiding spots, poor maintenance, lack of signage and access to emergency outlets.<sup>1</sup> Conversely, factors that enhance both safety and sense of safety are those that:

- reduce isolation and provide for awareness and clarity of the surrounding environment, provide for clear visibility, access to emergency services, and
- foster a sense of ownership and hierarchy of space.

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<sup>1</sup> For example, research on public places where sexual assaults have occurred has found that a number of features are often present - ability of an offender to predict time and path of a potential victim, the presence of an ambush site, an attack site which is often enclosed on three sides, poor visibility and an escape route for the offender. (Embleton, 1996)

Certainly, design of public places and buildings do not cause crime and violence, and design does not operate independently of other social factors. Safety audits can also identify other ways communities can improve safety, for example, through education and awareness and cooperative actions of residents, community groups and police.

## **2.0. MILL BAY - MALAHAT SAFETY AUDIT**

The Mill Bay - Malahat Safety Audit has been conducted as part of a regional initiative to address safety of women and children. This safety audit is being conducted by Cowichan Women Against Violence Society, with direction of a 20 member committee of the Regional Board which includes representatives from this and other electoral areas, municipalities and community organizations.

### **2.1. Procedures**

Procedures for the Mill Bay - Malahat Safety Audit are based on established models developed by METRAC (Metro Action Committee on Public Violence Against Women and Children) and the Women's Action Centre in Ottawa - Carlton. The latter model was researched and developed specifically to include considerations of rural women, people with disabilities and visible minority groups.

Procedures involve community consultation to determine types of safety concerns and areas /aspects where safety is a concern. From the input received, areas within the community are prioritized for site specific audits. Audits assess community places for factors which include awareness of the environment, places which present opportunities for crime and factors that contribute to or detract from accessibility and mobility. (Appendix 2)

Recommendations for improvements to enhance safety will provide site specific solutions and proactive guidelines to include principles for safety into planning processes.

#### **2.1.1. Community Consultation**

- a) A survey to gather information on safety concerns of women in the community was distributed by way of drop-off locations, networking, presentations to community groups, referrals and requests. (Appendix 3)
- b) Project staff attended several meetings of local and regional community groups to discuss the project and request participation of residents re: the survey / input process, audit walks and report recommendations.
- c) Individual interviews and focus group discussions in the local community and broader region involving approximately 100 women have been conducted during 1997. In addition, a focus group survey of approximately 150 youth and high school students was done.

d) Networking and referral contacts were made with numerous individuals throughout the community to provide input. Some of the personal contacts resulted in interviews.

e) Media coverage has included articles in Duncan papers and coverage in the South Cowichan News. Advertisements and announcements were placed at intervals in three newspapers.

### **2.1.2. Site Specific Audits**

From the information gained through surveys and discussions, areas in the community were prioritized for safety audits. The audits were carried out by a team of staff and community volunteers, most often, but not always during evening hours. Procedures for audits involved walking through an area with a checklist of questions to examine aspects with respect to personal safety and the physical/social environment.

The basic questions addressed in an audit are, “What about this place makes me feel unsafe and what would help to address those concerns?” Factors which are commonly examined are isolation, access to emergency services, lighting, signage, movement predictors and entrapment sites and maintenance.

*While the intent of a safety audit is to critically assess places for safety concerns, participants were also asked to note things that contribute to sense of safety to help determine what positive safety features exist and how they might be preserved as the area develops.*

Observations, results and recommendations were then compiled and written up in the form of a draft report which is distributed to audit participants for review and further input. A final report has been prepared for submission to the C.V.R.D. with a request for implementation.

### **2.1.3. Study Limitations**

A number of potential limiting factors to the project were identified during initial stages of planning and noted during the process. General knowledge and experience with the safety audit process recognizes limitations with respect to survey distribution, sampling and seasonality. (Dame and Grant, 1996)

Further limitations to obtaining comprehensive input were noted and defined in terms of the geographical nature of the area, the short time frame in which the study was conducted, perceptions about study limitations and safety concerns (for example, people who do not define themselves as having concerns may not see the survey as pertinent to their interests, people who do not view the process as conducive to change may not participate).

## **3.0 RESULTS**

### **3.1. Community Consultation**

#### **3.1.1. Surveys**

Of approximately 300 surveys distributed in the general community, 70 were returned via drop off, mail or direct collection. The following is a narrative summary of responses from the general community and focus groups. Comments received during discussions and interviews are included in the 'Comments' section. As indicated previously, survey numbers and sampling warrants caution with respect to statistical interpretation of results and inferences.

However, interviews and discussions with individuals and groups generally reflected input received in the surveys and contributed some in-depth knowledge and understanding of safety issues.

Overall, the input reflects appreciation and enjoyment of rural living and a desire to maintain that lifestyle. Many community strengths were noted, including a high level of familiarity between neighbours and between community organizations; responsiveness of community organizations, schools, and businesses to the needs of the community.

The majority of people generally enjoy and appreciate rural living and many people said they do not feel concerned for their safety. However, the input also reflects concern about violence issues, aspects of rural living that present obstacles to safety and a desire to ensure safety will not be compromised by future development.

#### **Safety Concerns**

Approximately half of general community respondents indicated concern for their safety sometimes or often at home, just under one third sometimes or often at work, and just over two thirds are concerned for their safety sometimes or often in public places.

A higher proportion of women between the ages of 25 - 54, and 65+ expressed concern for safety at home, work and public places. 71% of youth indicated concern for their safety sometimes or often in public places; however, when the responses are disaggregated, 84% young women expressed concern sometimes or often in public places.

Approximately half of general community sample are ever worried about theft; about 35% are worried about physical or sexual assault. Generally, a higher proportion of women (40-57%) between the ages 16 - 44 expressed worry about physical and sexual assault. Experience and worry about harassment/stalking and verbal attack were closely correlated at about 19 -22% of respondents.

Among young people, worry about physical assault and harassment were noted most often. Again, level of worry of young women for physical, sexual assault, harassment and verbal attack is higher than that of young men.

### **Factors Affecting Safety**

Respondents indicated a range of factors which affect their safety, with drugs/alcohol, attitudes about women, age as the top three for both samples. Between 10 - 15% of youth also indicated, peer pressure, cultural beliefs, income and racism as factors.

### **Restrictions to Activities and Safety Precautions**

About 55% of general community respondents say they limit their activities due to concerns for safety. Percentages for women were slightly higher (61%), although 50% of female youth restrict their own activities due to concerns for safety, and 14% of male youth.

Methods noted most often were not going out at night at all or alone, and staying away from certain areas, followed by other precautions such as carrying pepper spray, a whistle, travel precautions, and taking a dog.

Youth were also asked if and how their *parents* restricted their activities. Approximately 70% of females and 42% of male students said their parents did so. Methods noted most often were pre-approval of places by parents, doing phone checks to confirm they were at the pre-designated place and were okay, and not letting them go alone.

### **Places Where Safety is a Concern**

Highways, roads and streets combined as the most noted places where safety is a concern at night, followed by central and commercial areas, recreational areas (parks, trails, baseball fields, facilities) and homes. Places cited for site specific concerns included the highway underpass across from Creekside Centre, Mill Bay Road, Whittaker Road, Spectacle Lake bus stops and recreation areas, Kerry Park Centre, Mill Bay Centre. Areas outside of Mill Bay-Malahat were also mentioned; places (noted particularly by youth) included Duncan, and Shawnigan areas such as Masons Store, the Quarry.

In the day, isolated areas such as parks, trails, beaches, wildlife areas were noted most often, followed by highways and roads. School bus stops and buses themselves were noted for concerns with respect to children. A respondent noted (however this was not confirmed in this study) that a survey had been done which indicated the majority (75%) of Mill Bay school children did not feel safe on buses.

Specific areas cited included: Mill Bay Road, Cobble Hill Road, the highway underpass, Spectacle Lake, Mill Bay Centre.

### **Aspects of Places**

Darkness and isolation were noted most often in relation to safety concerns, often with respect to lack of people around or within hearing to respond in an emergency. Recreational areas such as Spectacle Lake were noted for concerns around wildlife safety.

People were also noted significantly with respect to safety concerns in places. Youth noted people and actions of people (e.g., alcohol and drug use, violence) in relation to concerns. General community respondents noted concerns that included groups youth (hanging out and parties), knowledge of crime in an area, alcohol use.

### **Solutions to Improve Safety**

#### **Public Places**

Solutions to improve safety in public places noted most often were lighting, security measures (policing and other means of authority such as Neighbourhood Watch), followed by changing attitudes and behaviours/reducing violent behaviours through education and awareness, laws, activities for youth. Self protection education, better pedestrian walkways, more public telephones, improving safety for children at bus stops and on buses through monitoring and supervision were also noted as needs.

#### **Work**

Security measures and workplace safety programs were noted most often as ways to improve safety at work for both samples. Also noted were lighting, policing and reducing violent behaviours.

#### **At Home**

Security measures such as alarms, locks were noted most often as measures to improve safety at home. Other measures included Neighbourhood watch programs, policing and better 911 response (i.e., more localized), lighting, dog control and wildlife education.

#### **At School**

Improvements noted most often for safety at school were more authority figures around and responding.

### **3.1.2. COMMENTS**

Summary of comments include those obtained from surveys and from discussions with individuals and groups in the study area. Many comments reflected and elaborated on concerns expressed in survey responses. Comments have been summarized and condensed for content, and grouped into categories for the purposes of this report.

#### **Home and General Community**

Many people said they enjoy their community and generally feel safe, particularly those who have moved to the area from larger urban centres. A few people said they generally feel safe but are concerned about break-ins to homes. Concerns expressed included: car safety, home break-ins and home invasion, growth and change and perceptions of increasing crime.

People living in more rural areas expressed appreciation for their rural lifestyle; a few were very adamant that streetlighting not be implemented in their neighbourhoods for safety reasons. However, there were also concerns related to living in isolated areas regarding thefts, harassment, domestic violence and firearms. Dog control and wildlife safety were noted as concerns. Access to help in a crisis was felt to be important.

Safety for women while traveling between home, work, recreation and school on the highway and rural roads is a concern for some women. Having their car break down on the side of the highway, and feeling vulnerable while stopped at intersections were noted as particular concerns. Similarly, walking and running along rural roads and highways are activities that are sometimes avoided altogether, or engaged in with reservation and precaution. Factors associated with fears about walking and running on roads and highways were lack of adequate pedestrian/bike pathways which put people at risk from traffic, and fear of being assaulted in an isolated area.

#### **Safety and Violence Issues**

Violence in the home and youth violence were issues mentioned frequently in comments and discussions. However, violence against other groups, including seniors in particular, were felt to be significant issues that should not be ignored.

For youth, violence issues ranged from dating violence, to gender discrimination, drugs/alcohol, harassment, to being afraid to go out in public places. For general community responses, issues noted groups of youth hanging out in places, youth engaging in crimes (theft, alcohol), safety of children from adult offenders, children experiencing bullying at school and problems at bus stops and on buses.

Violence in relationships was noted as an issue, particularly with respect to women's ability to leave an unsafe situation. Frustration around lack of supports for women leaving abusive situations, particularly long term support systems such as adequate childcare and protection from ongoing harassment were expressed.

Systemic problems were also noted: for example, someone suggested that instead of victims having to leave home to be safe, the offending partner should be made to go to a Safe House for counseling.<sup>2</sup>

In addition to ongoing challenges experienced by victims of domestic abuse, discussion of trauma of victims of sexual assault included fears around being assaulted again (many women have been sexually assaulted more than once, so this is not an unreasonable fear), fear of being alone at home, at work and in public places, wariness of strangers.

### **Laws, Law Enforcement, Security and Policing**

Issues around existing laws and systems dealing with crime and violence reflected frustration around access of victims of crime to justice and support systems, a desire for stronger laws and enforcement around crime and violence, as well as stronger neighbourhood ties to increase safety at home. For youth, having violence identified and responded to by people in authority positions was seen as important. Workplace safety programs and supports were noted as ways to increase safety at work.

### **Solutions**

Similar to responses in surveys, solutions to increase safety ranged from home security and community/neighbourhood support systems, to physical design of buildings and places, to education and law enforcement/authority measures.

The main area of disagreement in proposed solutions was lighting and/or sidewalks in more rural neighbourhoods and communities. While some people felt lighting and/or sidewalks should be part of plans for safety, others were concerned about loss of rural character.

Education and awareness was a solution mentioned quite frequently in discussions, and included education about violence issues in general, safety in schools and self protection workshops for women. The 'CAPP' Program was suggested as a possible avenue for implementing school programs.

Community programs such as Neighbourhood watch and Community Policing were seen to be good avenues to continue and enhance supporting safety in the area.

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<sup>2</sup> Indeed, in a study of rural women who were abused by their partners, researchers found that rural women stayed in abusive relationships 5 to 7 years longer than women living in urban areas because of lack of resources and isolation from support systems, and that women with disabilities stayed in relationships involving severe and frequent abuse for many years. (McLaughlin and Church, 1992)

## **3.2. THE AUDITS**

Site specific audits in the study area included the Mill Bay Shopping Centre, Kerry Park Recreation Centre, Malahat residential area, portions of rural roads and the Trans Canada Highway. The audits were carried out during May to July, usually between 8:30 to 10:30 p.m., during both daylight and darker hours.

This section provides a detailed summary of audits undertaken in areas of Mill Bay - Malahat. For each audit, we have summarized observations made during the walk, suggestions arising from the audits and recommendations for actions.

### **3.2.1. KERRY PARK RECREATION CENTRE**

While only a few people named Kerry Park Recreation Centre specifically for safety concerns, recreation areas and buildings in general, and places that are subject to isolation such as parking lots were noted by many people for safety concerns.

Safety issues with respect to design and management of public recreation areas and facilities are isolation, visibility, awareness of the surrounding environment (the ability to know where you are, find your way around and get help if needed) general accessibility and access to emergency services.

This audit included the facility's parking lots, building exterior, a brief tour of the interior, and the adjacent baseball field. It should be noted that the audit was done in June when the facility operates fewer programs and is therefore slightly more isolated at times. However, during June, daylight hours are longer, and it was noted that safety aspects due to seasonality should be examined again in winter months.

#### **General Impressions and Overall Design**

Positive features noted included:

- During times when the centre was visited, there were staff on duty and activities in meeting rooms which contributed to sense of safety.
- The facility is well maintained; grounds clean.
- Location / vicinity near Frances Kelsey, Mill Bay Community League Hall.
- Known generally as a positive feature of the community, offering a variety of sports and other programs and serving as a central meeting place.

**The main safety issues and areas identified on this audit were:**

- 1) Isolation, darkness and poor visibility with respect to parking areas and entrances to the building.
- 2) People who are not familiar with the facility layout may find it difficult to know where main entrances and exits are, and how and where to access personnel, and emergency services such as telephones.

**i) Parking Lots**

- Layout and design of the facility is such that it leaves most of the parking areas isolated. The position of the building on the site and lack of windows on the southeast side do not provide opportunities for casual surveillance into the parking lot.
- The 'east' parking lot (between the centre and community hall) is divided into upper and lower levels with a landscaped portion in between the levels. In general, the parking lot felt isolated at night; as well, visual barriers presented by trees and shrubs detracted further from sense of safety. Sense of isolation increases with distance from the centre. Audit participants generally felt they would avoid using the lower parking lot at all while at Kerry Park Centre. Also, shrubbery along the east side of the building facing the main parking lot was also pointed out as feeling unsafe.
- Visibility in the parking area in front of the building is poor, due to elevation differences between building entrances and the lot and lack of lighting. Again, current height and density of shrubs and trees contribute to creating a visual barrier between the parking area and front entrances.
- There are numerous lights on the building exterior, two flood lights in the 'east' parking lot and lamp posts beside the stairs between the two levels. Shrubby beside the stairs is overgrown, impedes visibility and presents hiding opportunities. On the night of the audit, lights beside the stairs were not working. The flood lights were generally felt to be a good attempt at providing bright light throughout the parking areas; however, lighting in the parking lots was still uneven, and from a distance, the lights actually cause glare and impede visibility.
- There is a handicapped parking space on the 'west' side of the building. While its location makes sense in terms of elevation/level and proximity to the main entrances, this location is slightly isolated, and not well marked so that someone who does not know their way around could find it easily.

**Suggestions to improve safety and accessibility included:**

- more and more visible directional and informational signage for handicapped parking.
- directional and informational signage for building entrances and exits.
- trim trees and shrubbery in landscaped areas of parking lots and front boulevard to a sufficient height to allow for better visibility and eliminate potential hiding and entrapment spots.
- repair lighting, as noted.
- install additional lighting for handicapped parking area, main entrances and parking areas. Adjust flood lights in parking lot to reduce glare.
- Ensure plans for future development of the facility consider personal safety in design.

**ii) Building Exterior**

- The combination of recessed entrances and shrubbery height/density detracts from visibility of front entrances and around stairs. Visibility while on stairs to main entrances is also poor at night.
- Lighting at and around entrances was also felt to be inadequate. Lamp at front entrance not working on the night of the audit.
- The sign in the arena entrance window indicating emergency telephone numbers was felt to be an excellent idea, but it was placed so that the numbers couldn't be read.
- Windows facing the parking lot on the arena side are positive, but visibility limited due to trees and shrubs.
- There is a public telephone inside the building, (which is open in winter until 2:00 a.m.) but none on the outside of the building. (It was noted that there used to be one outside, but was removed due to vandalism problems.)

**Suggestions to improve safety included:**

- as above for lighting and signage around building.
- install a public telephone on the building exterior. Ensure it is well lit and visible to provide casual surveillance opportunities.
- Paint or reflective strip for stairs to improve visibility.

**iii) Building Interior**

A brief tour of the interior of the facility was done. It was found to be clean, well lit, a staff person was on duty and was quickly aware of our presence. Participants noted various aspects of design such as long hallways, recessed spaces, etc., which could be addressed in the initial design stages of a public facility, but likely not viable to change at a later stage. It was felt that education and awareness of personal safety issues and policies to support safety of people using the facility would be important.

**Suggestions to ensure and enhance safety included:**

- Ensure there are adequate policies and procedures in place to address personal safety of facility staff and patrons. Educate staff and authorities (e.g. coaches of team sports) on personal safety issues and where appropriate, provide information to facility users. For example, coaches of team sports should be educated about and aware of personal safety issues re: proximity of men's and women's change rooms and be encouraged /required to ensure adequate supervision is provided.

It was noted that facility policy provides accompaniment for staff to vehicles at night, and accompaniment will be provided for patrons upon request. It would be helpful to advertise this policy to patrons, for example, in the center's information brochure and on signs near building entrances and exits.

**Other:**

It was noted that the road and bridge between the centre and Frances Kelsey school provide only narrow shoulder and pedestrian crossing and should be improved for pedestrian safety to better serve as a connecting path / walkway.

**RECOMMENDATIONS**

*1. That the CVRD attend to improvements and repairs for lighting and landscaping as follows:*

- *install directional and informational signage to indicate handicapped parking, building entrances and exits.*
- *trim trees and shrubbery in landscaped areas of parking lots and front boulevard to a sufficient height to allow for better visibility and eliminate potential hiding and entrapment spots.*
- *repair lighting on the building exterior and in parking areas.*
- *install additional lighting for the handicapped parking area, main entrances and parking areas; adjust flood lights in parking lot to reduce glare.*
- *paint or add reflective strip to exterior stairs to improve visibility.*

*2. That the CVRD and the Kerry Park Recreation Commission ensure plans for future development of the Kerry Park facility consider personal safety in building and site design.*

*3. That the Kerry Park Recreation Commission request BC Tel to install a public telephone on the building exterior. Ensure it is well lit and visible to provide casual surveillance opportunities.*

*4. That the CVRD ensure adequate policies and procedures are in place which support personal safety of facility staff and users; educate staff and authorities (e.g. coaches of team sports) on personal safety issues and provide information about services that support safety, such as escort to car services, to facility users.*

### **3.2.2. MILL BAY SHOPPING CENTRE**

While this centre was noted specifically in only a few surveys for safety concerns (and in fact, some respondents named this centre for positive safety features), commercial centres in general, and aspects of commercial centres as public places and work places were identified for safety concerns. It was felt that an audit of the centre would identify elements that might be lacking, as well as provide information on positive safety aspects of shopping centres in general and this one in particular.

Similar to Public Buildings and centres, safety issues for commercial centres and malls are related to isolation, awareness of the surrounding environment, and accessibility, both in a general sense and with respect to emergency services and assistance. Commercial areas are also subject to problems around pedestrian safety and safety of people who use the area (staff and public) after business hours.

The audit included the entire shopping centre site which is actually divided into two sections, both geographically and by ownership (the 'main' centre and 'south' section). Observations and recommendations are noted separately.

#### **A) Mill Bay Shopping Centre "Main"**

##### **General Impressions / Overall Design**

Mill Bay Shopping centre was felt to have many positive features, most notably, its attractive design and appearance fostered by good maintenance.

Positive aspects include:

- Ambiance generated by design theme.
- Clean, attractive, well-maintained throughout.
- Very nicely landscaped, planters throughout centre are well-maintained.
- Fairly good layout in terms of mix of services.
- Provision of security services from 11:00 p.m. to 4:00 a.m. on the half hour
- Community bulletin board.

##### **Accessibility/Mobility**

- Handicapped parking seems to be well-provided and clearly marked.
- A couple of places were noted for traffic (vehicle and pedestrian) congestion  
Entrance off Deloume Road and area around Pharmasave (cars often stop here to drop off people)
- The centre was visited after hours when only a few cars were parked in the parking lot; however, it was noted that the lot could be improved by more clear indication of pedestrian walkways.

- The centre provides three public telephones - in front of Thrifty's, near "the Creamery" and near the pet store. The phone in front of Thrifty's is enclosed in a bright red booth and was noted as a positive feature. The other two were noted as slightly less visible and it was suggested they be clearly marked and indicated.

### **Isolation**

Most public parking is laid out in front of the centre, providing good visibility and clear sightlines. However, some isolated places exist that may present safety concerns, particularly for staff who may work late at night, such as janitors and store clerks.

In areas that feel isolated, the presence of potential hiding and entrapment spots will also contribute to safety concerns.

- The parking lot behind the main centre, where staff park, and particularly at the southwest corner of Thrifty Foods and the adjacent mall felt isolated at night.
- The 'back' parking lot is fairly isolated at night.
- A vacant building (gas station) on the corner of Deloume and the highway is overgrown with vegetation and poorly maintained, and contributes to safety concerns for this area.
- The area adjacent to Island Savings Credit Union between the building and Mill Bay Road feels fairly isolated after dark. Building design has created recessed entrances/exits and stairways at the rear which pose potential hiding and entrapment areas and detract from sense of safety. These factors may present safety issues for women working late at night and for women using the ATM. (A drive through ATM is located on the Deloume Road side of the building. ATM's in general are noted for safety concerns for people using them after hours. Some women do not use ATM's after hours at all.)

### **Visibility/Lighting**

Overall, visibility at night in the centre was very good with minor exceptions:

- Areas noted above for isolation.
- Some lights were out at the park area / Santa house. This spot was noted as a very positive feature of the centre, providing park benches in a natural setting. However, it was also thought to present some safety concerns around visibility, re: hiding and entrapment spots, due to low branches of trees.
- the enclosed area near "The Creamery" containing a public telephone presented some minor concerns around visibility; however, it was interesting to note that this area appears much less isolated and has better visibility when you are standing in it.

## **RECOMMENDATIONS - Mill Bay Centre 'Main'**

Management of Mill Bay Centre participated in this safety audit, are aware of observations made during the site visit and have expressed interest and commitment to addressing improvements. The following are listed for information purposes:

- Request BC Tel to repair lighting on telephone at the pet shop and to increase visibility of public telephones located near the Creamery and Pet Shop.
- Consider installing additional public telephones, perhaps at the entrance area to the centre, near Pharmasave.
- Consider measures to increase awareness of surroundings through a centre directory that identifies how and where to access public telephones and other means of help.
- Repair lighting as noted for the Santa House park area. Consider improving visibility through additional lighting and thinning of lower branches on trees in the park area. Keep in mind visibility for all future landscaping projects.

Where possible, install additional lighting at the rear of the centre to ensure adequate visibility for staff of business who use this area after dark.

- If possible, undertake measures to alleviate traffic congestion in front of Pharmasave. Consider parking lot design that maximizes pedestrian safety and access in plans for the centre.

### **Other:**

- Provide information to security personnel about personal safety issues and request co-operation to support safety of women staff of the centre. If not already in place, the centre might also have a formal policy or program which provides accompaniment to cars, assistance to janitorial and other staff who work in isolation, travel between businesses at night (for example, to the bank depository) and have to take out garbage to containers late at night.
- Provide information to business owners/managers regarding personal safety issues and encourage them to incorporate considerations into personnel safety policies and programs. Encourage centre businesses to support personal safety of the public in whatever way they can.

### **Example: Private business participation in safety ...**

In Ottawa - some businesses participate in a safety program by placing stickers in their windows which inform the public that if they feel unsafe, they can approach that business for help. They will be offered a safe place to wait, a phone call and drink of water.

## **B) Mill Bay Centre - 'South' Section**

Mill Bay Centre includes a smaller 'strip' mall at the south end of the site which is separately owned and managed. This portion of the centre shares many positive features of the main centre.

However, in general, this area was noted as feeling fairly isolated at night. Two businesses that would be used in evening hours are the Royal Bank and Pizza outlet. In general, safety considerations should recognize:

- i) staff who work evenings, particularly if they work in isolation, are vulnerable to violence because of gender, age or other factors; and
- ii) people who use the ATM during times when the bank is not open.

Suggestions to improve safety in this area included:

- lighting at the rear of the building
- additional lighting at the front of the building for the Royal Bank ATM., and remove any visual barriers such as posters, signage which impede sightlines.
- where possible, owners/managers to incorporate safety in workplaces through provisions for security.
- install additional lighting in southwest corner between strip mall and Thrifty Foods

## **RECOMMENDATIONS**

*5. That the CVRD request mall owner(s) to improve lighting around the "south" centre.*

*6. That future development applications received by the CVRD for development and expansion of buildings at this and other commercial centres be evaluated as to their provisions for personal and public safety and security in location and design of buildings, streets, walkways, and public open spaces, and that where appropriate, development applicants be encouraged to implement security and workplace safety programs.*

*7. a. That the CVRD request the Ministry of Transportation and Highways' attention to personal safety concerns posed by the vacant building adjacent to Mill Bay Centre and to prioritize either removal of the building, or maintenance improvements.*

*7. b. That the CVRD consider the option of acquiring the property containing the vacant gas station on the corner of Deloume Road.*

*8. That the CVRD inform the Ministry of Transportation and Highways of safety concerns with respect to traffic congestion and need for adequate walkways at the Deloume Road entrance to the Mill Bay Centre. A possible solution would be to close Deloume Road as an entrance, but leave it as an emergency exit.*

9. That the CVRD recognize the efforts of Mill Bay Centre owners and managers with respect to their participation in the safety audit and their attention to safety issues for the centre.

**Examples of Interest:**

**Planning and Community Design Information**

Cowichan Women Against Violence, in co-operation with the CVRD, is developing a guide which will provide information and direction on safety considerations in planning and design of community environments.

**Designing in Safety Features - a local example...**

Valleyview Centre, located on the Trans Canada Highway at Cowichan Bay Road, has incorporated personal safety features into design and management of the centre. Buildings have been situated on the site to promote opportunities for natural surveillance from the highway; additional lighting has been planned for buildings and parking lots; additional windows were designed into office buildings to allow for visibility into parking lots; security staff for the site will provide escorts to parking lots for staff working at night.

### **3.2.3. MALAHAT - SPECTACLE LAKE RESIDENTIAL AREA**

While concerns for this specific area were not high in number, aspects related to isolated and/or rural areas and communities were noted frequently. Rural communities are generally regarded as desirable places to live because of the lifestyle and amenities they offer and often for the kind of familiarity they afford.

However, at the same time, they may present issues for safety due to geographical and social isolation, distances to general, support and emergency services, recreational and other opportunities, and lack of public transportation services.

This audit included Spectacle Lake Mobile Home Park and surrounding area, including portions of Aikman and Whittaker Roads.

#### **General Impressions/Overall Design**

Spectacle Lake MHP, located off Trans Canada Highway between Mill Bay and Victoria, contains 126 residences and gives the impression of being a distinct community.

There are many positive features of the area which include:

- The natural setting is beautiful - environmentally significant features and location next to Spectacle Lake.
- Small parcels in the MHP, and narrow roads which contribute to sense of security and familiarity.
- Presence of firehall on Whittaker Road. (Fire department has 23 trained basic first aid responders. 18 live in the MHP.)
- Map on sign at entrance announces the MHP community and provides directional information intended for emergency access.
- A local newsletter produced by volunteers provides information and means of communication in the local area.

#### **General Accessibility/Mobility**

Accessibility to information, various services, activities, decision-making and support systems is important for personal safety. Positive aspects noted for the Malahat area are a high level of familiarity and support between neighbours, and the local newsletter "Top of the Hat" which provides information and communication.

Factors that may present limitations for people in the area include:

- While Spectacle Lake MHP is well-served by the Malahat PetroCan for local convenience shopping and mail, it is a fair distance from the MHP residential area.
- There is no local community activity centre. (Previously there was a community centre in the MHP with laundry and play area.)
- Nearest payphone is located at Petro Can. or north end of Malahat (Ethnic Cafe).
- Voting poll stations are usually located in Mill Bay.
- Long distance telephone boundary at Malahat.
- existence of two separate school districts (Cowichan and Langford).
- Lack of easily accessible public transportation services.  
Malahat is not served by the CVRD Regional Transit service. Services provided by Vancouver Island Coach Lines were noted as helpful but leave much to be desired.
- Lack of good, safe pedestrian walkways on Whittaker Road.

**Suggestions to improve accessibility/mobility:**

- establishment of community centre (and perhaps local store) in the MHP.
- extend CVRD Regional Transit services to Malahat.
- request Regional/Provincial/Federal authorities to ensure the MHP is included for voting poll station.
- request BC Tel to provide more public telephones along the highway and perhaps near to the MHP.

**Visibility/Lighting**

The mobile home park residential area is surprisingly well-lit from residences interiors and porches, many of which provide motion detector lights. In general it was felt that no additional streetlighting was needed within the MHP.

However, areas noted as having poor visibility, are dark and/or isolated included:

- Whittaker Road between the MHP and the highway (approximately 1 km.)
- Trans Canada Highway / Whittaker Road intersection.
- Aikman Road (Visibility and other safety considerations affected by seasonality - winter, fog, and weather conditions, snow. Area near base of hill a safety concern for driving in winter conditions.)

**Suggestions to improve visibility and reduce isolation included:**

- reflectors on existing telephone poles
- install guardrail and / or posts with reflectors at the base of the hill on Aikman
- sign at firehall to note road hazards in winter
- light at highway intersection

- illuminate signage at Whittaker and Section A (possible means include lighting or reflective tape)

**Other:**

Community safety issues noted in surveys and discussions included the following:

- Dirt bike traffic and speeds on Oliphant Road.
- Abandoned cars and garbage reported at Oliphant Lake.
- Incident(s) of firearms carried and fired near homes.
  
- Dog control - dogs run loose in parks; people avoid areas where dogs are known to run loose. Dog control is felt to be ineffective - residents say the response is “you catch the dog and we’ll come and get it” - this is not perceived as helpful.
- Wildlife - safety education for children and adults around wildlife
  
- B & E’s (day and night), broken windows in homes attributed to youth, sexual harassment of residents (adults/children) by groups of youth.
- teens partying in isolated spots, around Spectacle Lake.
  
- knowledge of domestic violence cases brought up questions about how the local community could respond, and ways to support safety.

**Suggestions to address issues and enhance community safety:**

- encourage and support programs for youth activities.
- Neighbourhood Watch or similar neighbourhood/community initiative to address issues around local break and enter problems.
- encourage and support education via schools to address violence issues.
- support and enhance provision of information, education and support systems for people who are vulnerable to violence, people who face issues with respect to mobility and access.
- improving responses with respect to dog control.

## **RECOMMENDATIONS**

10. *That the CVRD explore options to enhance general road safety and visibility for drivers and pedestrians along Whittaker and Aikman Roads. Suggested methods include:*

- *installing reflectors on existing telephone poles, and illuminating existing signage at Whittaker Road and Section A (possible means include lighting or reflective tape)*
- *install a guardrail and / or posts with reflectors at the base of the hill on Aikman Road*
- *streetlighting.*

11. *That the CVRD request the Ministry of Transportation and Highways to install a streetlight at the entrance/ intersection of Whittaker and the Trans Canada Highway.*

12. *That the CVRD support safety of Malahat residents through efforts to enhance mobility and accessibility to information, education, community-based services, recreation opportunities and decision-making processes. Measures include:*

- *Explore options to improve public transportation services to the Malahat area.*
- *Request Regional/Provincial/Federal authorities to ensure the MHP is included for voting poll station.*
- *Support the establishment of a local community centre (and perhaps local store) in or near the MHP.*
- *Encourage and support local activity programs for youth in the Malahat area.*
- *Encourage and support provision of information, education and local community support directed to people who are vulnerable to violence, people who face issues with respect to mobility and access in the Malahat area.*

13. *That the CVRD request BC Tel to provide additional public telephones along the Trans Canada Highway and explore further with local residents the installation of a public telephone near to the MHP.*

14. *That the CVRD encourage and support local initiatives for community - based crime/violence prevention and neighbourhood support programs. Measures include:*

- *support and encourage owners/management and community committees of MHP's to be aware of and develop local programs to support personal safety.*

**Example of interest:** Many Canadian housing co-ops have begun to adopt domestic violence policy statements to raise awareness, provide education materials and programs such as workshops. Ontario co-op legislation has been amended to include a section on domestic violence. (Co-operative Housing Federation of Canada, March 1996)

### **3.2.4. HIGHWAY AND SECONDARY ROADS**

The Trans Canada Highway, secondary roads and neighbourhood streets were named frequently as places where people would be concerned for their safety in Mill Bay-Malahat. Aspects related to concerns in these places are isolation, darkness, presence of entrapment and hiding places, lack of adequate pedestrian walkways, traffic/drivers and people perceived as threatening. Contributing factors also included lack of access to emergency outlets and knowledge or reports of experiences of others.

Specific areas named for concerns included the highway between Mill Bay-Shawnigan Lake Road and Deloume Road, the highway underpass, Cobble Hill Road, near Bonner school, Mill Bay Road, Bay Road and Whittaker Road. School bus stops were mentioned with respect to children being harassed by other children/youth, as was the area near Bonner School.

This audit included the Trans Canada Highway between the Malahat Petro Can to Cobble Hill Road, Frayne Centre, Mill Bay Road from Deloume to its highway intersection, and Bay Road.

#### **i) Trans Canada Highway**

Positive features noted included:

- wide shoulders between Frayne Centre and Mill Bay Centre that provide ample space for cars to pull off the highway and for pedestrians to walk.
- except for Whittaker Road, intersections were generally well lit.

Areas of concern included:

- Number of public telephones, particularly for people who must travel to the Malahat, was felt to be inadequate. There are no public telephones between the Malahat Petro Can and Frayne centre, a distance of 15 kilometres. For people living in Spectacle Lake MHP, distance to the nearest pay phone would be 5 kilometres (1 kilometre down Whittaker Road and 4 kilometres down the highway to the Petro Can).
- The intersection of the Trans Canada Highway and Whittaker Road is poorly lit.
- Rest stops along the highway (between Malahat and Frayne Centre) are not well lit and have been noted as feeling unsafe. While it was recognized that these areas are by nature isolated at night, it was felt that better lighting, better maintenance to address garbage and general cleanliness, and addition of public telephones would greatly increase sense of safety.
- Frayne Centre is fairly isolated and poorly lit at night. This centre contains a public telephone located at the front of the building, however, it is placed in front of a currently

vacant business and is poorly lit. It was noted also that Frayne centre contains a block of rural mail boxes at the rear of the building which is isolated and also not well lit.

- Along the Trans Canada Highway between Deloume and Shawnigan-Mill Bay availability of pedestrian walkway and crossings was felt to be inadequate.
- The highway underpass adjacent to Shawnigan Creek near Pioneer Square was noted as feeling very isolated and unsafe.

Observations about the underpass included the following:

1. Access points to the underpass on either side of the highway are isolated, dark at night, and there are many potential hiding and entrapment spots as you are approaching and traveling through the underpass. Access to the underpass from the east side of the highway is via a dead end road, through gravel trail. On the west side, access is near an abandoned building.
2. Access points are not connected to pedestrian pathways on either side of the highway.
3. Lighting provided in the underpass is insufficient to create a sense of safety.
4. The layout and design of the structure is such that a person's movements through the underpass are easily predicted; safety is further compromised by lack of any alternate escape route. Sharp corners, stairs impede visibility.
5. Noise level from the creek and from traffic above is high. No one would hear a call for help from someone under the highway.

## **ii) Secondary Roads**

Mill Bay Road and neighbourhood streets such as Bay Road have been noted for lack of pedestrian walkways, lack of streetlighting and isolation, particularly in places such as beach areas and near the ferry dock. Observations on the audit included:

- While the east side of Mill Bay Road has a fairly wide shoulder, the west side of the road does not. This would present difficulties with respect to public transit stops located on the west side of the Mill Bay Road. It was also noted that for people traveling on foot between Mill Bay Centre and Huckleberry Road subdivision area, the west side of Mill Bay Road would be a natural route but lacks an adequate space for pedestrians.
- Some rural mailboxes are located close to roads and/or near bushes that may present safety concerns.
- Outside of the residential areas on and near Mill Bay Road, traveling along the oceanfront, past the Mill Bay Ferry and out to the Trans Canada Highway feels very isolated.

**Suggestions from the audits to improve safety re: the highway and secondary roads:**

- Install public telephones at the two highway rest stops between Malahat and Frayne Centre.
- Add a streetlight at Whittaker and TC Highway. Illuminate Whittaker Road sign.
- Improve lighting at Frayne Road Centre, particularly at the public telephone, and in behind where the mailboxes are. Consider safety aspect in future location of mailboxes.
- Highway signage should include information about nearest public phone.
- Make adequate pedestrian walkways and connecting pathways between Cobble Hill Road to Mill Bay-Shawnigan Lake Road and Mill Bay Centre a priority.
- Improvements that could be made for safety to the highway underpass are limited; however, suggestions included cleaning up the area, trimming back vegetation that impedes visibility, signage to indicate the underpass and location of emergency outlets, who to call, etc. Avoid creating highway underpasses like this one.
- Lighting at intervals along secondary roads.

**RECOMMENDATIONS**

15. *That the CVRD refer appropriate sections of this report to and request the Ministry of Transportation and Highways' cooperation to make improvements for safety along the Trans Canada Highway as follows:*

*15.1. Planning and development of pedestrian walkways and pathways connecting areas between Cobble Hill Road to Mill Bay-Shawnigan Lake Road and Mill Bay Centre should be made a priority (Policy 13.3.5; Policy 14.3.3.c. Mill Bay OCP Draft).*

*15.2. Public safety should be an important consideration in location, design and construction of highway underpasses. Where highway underpasses are deemed necessary, they should be designed in cooperation with planners and residents with attention to eliminating isolation, elimination of hiding and entrapment spots, provision of emergency information and access, lighting, etc.*

*15.3. Request B.C. Telephone to install public telephones at the two highway rest stops between Malahat and Frayne Centre.*

*15.4. Include information about location of public telephones on highway signage.*

*15.5 Install a streetlight at the north side of Whittaker and TC Highway intersection. Illuminate Whittaker Road sign. Explore further with residents, options for streetlighting at intervals along secondary roads.*

16. *That the CVRD request owners of Frayne Centre to make repairs and where possible, install additional lighting at the Centre, particularly near the existing public telephone, and at the rear of the building near the mailboxes. Ensure plans for future development or expansion of Frayne Centre consider personal safety in design.*

*17. That the CVRD explore further with local residents, options for additional streetlighting in neighbourhoods and along secondary roads.*

## **4. SUMMARY of RECOMMENDATIONS**

The Mill Bay - Malahat Safety Audit has entailed community consultation and site assessments to identify safety issues and provide information about solutions to maintain and enhance personal safety of people in the area. This report has attempted to bring forward concerns, suggestions for improvements arising from input, and recommendations for actions to the CVRD. This section provides a summary of recommendations that have been presented in previous sections, and will bring forward additional recommendations arising from survey responses and discussions.

### **I. Kerry Park Recreation Centre - Recommendations**

*1. That the CVRD attend to improvements and repairs for lighting and landscaping as follows:*

- *install directional and informational signage to indicate handicapped parking.*
- *improve directional and informational signage for building entrances and exits.*
- *trim trees and shrubbery in landscaped areas of parking lots and front boulevard to a sufficient height to allow for better visibility and eliminate potential hiding and entrapment spots.*
- *repair lighting on the building exterior and in parking areas.*
- *install additional lighting for the handicapped parking area, main entrances and parking areas; adjust flood lights in parking lot to reduce glare.*
- *paint or add reflective strip to exterior stairs to improve visibility.*

*2. That the CVRD / Kerry Park Recreation Commission ensure plans for future development of the Kerry Park facility incorporate personal safety in site and building design.*

*3. That the CVRD request BC Tel to install a public telephone on the building exterior. Ensure it is well lit and visible to provide casual surveillance opportunities.*

*4. That the CVRD ensure adequate policies and procedures are in place which support personal safety of facility staff and users; educate staff and authorities (e.g. coaches of team sports) on personal safety issues and where possible, provide information to facility users.*

### **II. Mill Bay Centre - Recommendations**

*5. That the CVRD request mall owner(s) to improve lighting around the “south” centre.*

*6. That future development applications received by the CVRD for development and expansion of buildings at this and other commercial centres be evaluated as to their*

*provisions for personal and public safety and security in location and design of buildings, streets, walkways, and public open spaces, and that where appropriate, development applicants be encouraged to implement security and workplace safety programs.*

*7. a. That the CVRD request the Ministry of Transportation and Highways' attention to personal safety concerns posed by the vacant building adjacent to Mill Bay Centre and to prioritize either removal of the building, or maintenance improvements.*

*7. b. That the CVRD consider the option of acquiring the property containing the vacant gas station on the corner of Deloume Road.*

*8. That the CVRD inform the Ministry of Transportation and Highways of safety concerns with respect to traffic congestion and need for adequate walkways at the Deloume Road entrance to the Mill Bay Centre. Possible means include closing Deloume Road as an entrance while keeping it as an emergency exit.*

*9. That the CVRD recognize the efforts of Mill Bay Shopping Centre owners and managers with respect to their participation in the safety audit and their attention to safety issues for the centre.*

### **III. Malahat - Recommendations**

*10. That the CVRD explore options to enhance general safety and visibility for drivers and pedestrians along Whittaker and Aikman Roads. Suggested methods include:*

- *installing reflectors on existing telephone poles, and illuminating existing signage at Whittaker Road and Section A (possible means include lighting or reflective tape)*
- *install a guardrail and / or posts with reflectors at the base of the hill on Aikman Road*
- *streetlighting.*

*11. That the CVRD request the Ministry of Transportation and Highways to install a streetlight at the intersection of the Trans Canada Highway and Whittaker Road.*

*12. That the CVRD support safety of Malahat residents through efforts to enhance mobility and accessibility to information, education, community-based services, recreation opportunities and decision-making processes. Measures include:*

- *Explore options to improve public transportation services to the Malahat area.*
- *Request Regional/Provincial/Federal authorities to ensure the MHP is included for voting poll station.*
- *Support the establishment of a local community centre (and perhaps local store) in or near the MHP.*
- *Encourage and support local activity programs for youth in the Malahat area.*

- *Encourage and support provision of information, education and local community support directed to people who are vulnerable to violence, people who face issues with respect to mobility and access in the Malahat area.*

*13. That the CVRD request BC Tel to provide additional public telephones along the Trans Canada Highway and explore further with local residents the installation of a public telephone near to the MHP.*

*14. That the CVRD encourage and support local initiatives for community - based crime prevention and neighbourhood support programs. Measures include:*

- *support and encourage owners/management and community committees of MHP's to be aware of and develop local programs to support personal safety.*

#### **IV. Highway and Secondary Roads - Recommendations**

*15. That the CVRD refer appropriate sections of this report to and request the Ministry of Transportation and Highways' cooperation to make improvements for safety along the Trans Canada Highway as follows:*

*15.1. Planning and development of pedestrian walkways and pathways connecting areas between Cobble Hill Road, Mill Bay-Shawnigan Lake Road (from Kerry Park Centre) to Mill Bay Centre should be made a priority (Policy 13.3.5; Policy 14.3.3.c. Mill Bay OCP Draft).*

*15.2. Public safety should be an important consideration in location, design and construction of highway underpasses. Where highway underpasses are necessary, they should be designed in cooperation with planners and residents with attention to reducing isolation, elimination of hiding and entrapment spots, provision of emergency information and access, lighting, etc. Safety for the existing highway underpass should be improved as soon as possible, and might be implemented in conjunction with future development of Creekside Centre.*

*15.3. Request B.C. Telephone to install public telephones at the two highway rest stops between Malahat and Frayne Centre.*

*15.4. Include information about location of public telephones on highway signage.*

*15.5. Install a streetlight at the north side of Whittaker and TC Highway intersection. Illuminate Whittaker Road sign.*

*15.6. Explore further with residents, options for streetlighting at intervals along secondary roads.*

16. That the CVRD request owners of Frayne Centre to make repairs and where possible, install additional lighting at the Centre, particularly near the public telephone, and at the rear of the building near the mailboxes. Future development or expansion of the centre should incorporate considerations for personal safety in site and building design.

17. That the CVRD explore further with local residents, options for additional streetlighting in neighbourhoods and along secondary roads.

## **V. Additional Considerations and Recommendations**

Recommendations thus far have focused primarily on area and site specific measures to enhance safety. However, input via the surveys and discussions presented additional suggestions for community support of violence prevention. The following recommendations stem from those comments and suggestions.

### **18) Provision of Community Information, Education and Awareness for Violence Prevention**

Increase awareness and understanding of violence issues in general, and for children and youth, through co-operative efforts between community groups, private businesses, schools, police. Encourage and support provision of education and information to address violence issues.

### **19) Community Support Services and Activities**

19. 1. Increase availability of information and support services for women and children experiencing violence at home and in public places.

Information about violence issues and existing support services should be a priority and could be achieved through broad distribution of information (brochures, etc.) into commonly used areas such as stores, schools, businesses, recreation centres; stickers with emergency contact information have been suggested for rural mailboxes. Posters have been suggested for public washrooms.

Example of Interest: North Vancouver Together Against Violence Network distributes posters and matches around the community, including bars, containing an anti- violence message directed to men - "Think Before You Strike". The North Vancouver Municipal office provides a centre for violence prevention information.

19.2. Increase availability of recreational and other activities for youth.

## **20) Security/Policing/Law Enforcement**

Where possible, support the ability of police to respond to the needs of the community, enhance accessibility of emergency services for community members, and support community involvement.

20.1. Explore options to make 911 services more accessible (i.e. a more localized response).

20.2. Continue and where possible, enhance support to R.C.M.P. and South Cowichan Community Police Advisory Council in design and delivery of public safety programs, particularly with respect to youth activities, domestic assaults, and monitoring and enforcement of traffic safety.

20.3. Encourage residents to post house numbers to be clearly visible from the street to enhance emergency response.

## **21) Workplace Safety**

Women who work out of the home expressed concerns related to being at work and about traveling to and from work. Suggestions to improve safety in the workplace included implementing safety programs, security measures such as alarms and police response.

Avenues should be explored for cooperative efforts of planning departments, labour organizations and private businesses to promote safety awareness and implementation of violence-prevention programs.

## **22) By-law Enforcement**

Dog control issues figured prominently in safety concerns raised. Enhance efforts to strengthen and enforce dog by-laws and to educate the public about regulations governing control of dogs.

## **23) Safety Audits**

Survey respondents and discussion participants identified places and aspects of places that were not included for site specific audits, due to time limitations of this project. Safety Audits should not be viewed as a one time event, but rather an ongoing process that allows people to provide input and recommendations regarding safety concerns.

Further investigation with respect to areas not examined in this project should be done. This could be done at a later date with the assistance of the Safety Audit Project; it may also be done by residents themselves. Cowichan Women Against Violence will be developing a Safety Audit kit that can be used by community and neighbourhood groups, which will be available in late 1997.

## **24) Community Planning**

Include a policy or policies in the Mill Bay-Malahat Official Community Plan to include public safety as a plan component and to address recommendations contained in this report.

## **5.0 DISCUSSION OF RESULTS AND OUTCOMES**

The safety audit for Mill Bay-Malahat has employed methods identical to the pilot project in Cowichan Lake in 1996 and the safety audit done for Cobble Hill. A comparison of results between the areas shows similar levels and types of safety concerns, and similar types of solutions to improve safety.

Safety Audits for small and rural communities are a relatively new field, and while the concept is fairly universal, procedures will vary between areas depending on geographical, political and social factors. For example, in other areas, safety audits are approached on a more local level rather than an entire electoral area. Identification of 'problematic' areas can also be done in a variety of ways, for example, through looking at statistics for crime or informal discussions and focus groups.

Aside from the complicated nature of survey sampling in the safety audit, it is clear that women and men of the district are concerned with the level of safety in their communities, that some concrete solutions have been defined and avenues opened to begin working on them.

### **Outcomes**

The Mill Bay - Malahat Safety Audit Project received a great deal of assistance and support from community residents, businesses, community organizations, regional planners and RCMP. In addition to this assistance and support during the process, outcomes have included:

1. Management of Mill Bay Shopping Centre participated in that safety audit, have implemented suggestions for improvements, and are prioritizing others into plans.
2. Interest in and requests from the community has been received re: information and/or presentations on violence issues with respect to children and youth, women, seniors. Cowichan Women Against Violence and Cowichan Spirit of Women have contributed resources to facilitate youth groups/workshops.
3. Provision of space in local community papers, newsletters and school newsletters for information on violence prevention services and the safety audit project has raised awareness and provided information about violence prevention services.
4. South Cowichan Police Advisory Committee has responded to safety audits in the area. The committee has identified several areas of interest re: projects it can undertake or enhance with respect to community safety. Projects include implementing a Speedwatch Program for the South End, increasing Neighbourhood Watch, exploring ways to improve emergency assistance to women. Praise is due to this energetic and dedicated committee.

## **6.0 CONCLUSION**

The Mill Bay-Malahat Safety Audit has identified areas of concerns and presented recommendations for actions from the C.V.R.D. Implementation of solutions to improve safety is an essential step after a Safety Audit has been conducted.

While recommendations in this report focus on actions of local government, they also present the need for planning of long term solutions, and will require cooperation and coordination between the C.V.R.D., other levels of government, community residents and organizations. Additional challenges to implementation include budgets, the need for coordination and volunteer efforts, and for some recommendations, the need to further explore feasibility.

In order for environmental design measures to be effective as a tool in preventing crime and violence and increasing sense of safety, they need to be part of a long term, comprehensive approach which seeks to address the root causes of crime and violence. Community approaches to prevention of crime and violence need to include partnerships and coordination between planners, citizens, community groups, police and local government.

The challenges to developing and implementing community design and other strategies for safer communities arise out of the complexity of the issues and the actual or perceived complexity of the solutions. Conflicts can and will invariably arise in the search for strategies and solutions to improve safety. Solutions can be mired in jurisdictional issues and red tape; they can also seem costly in terms of time, process and current budgets and priorities. Questions may arise about whether to require lighting in a neighbourhood and the implications for residential taxes, or conflict with residents' desire to maintain the rural character of an area. Similarly, improvements to public transportation or road improvements in rural areas may be costly; they may also be complicated by jurisdictional matters and priorities of other levels of government.

**It will be important to recognize that change takes time, and is achieved with small, incremental steps.** Over the short term, it may be important to look for innovative solutions and strike a balance between what is desirable and what is actually achievable. Over the long term, a community's objectives for personal and public safety can be prioritized through incorporating safety into processes and policies that guide development.<sup>3</sup>

The community has already been responding to suggestions put forward and should be commended for their efforts. The C.V.R.D. will continue to play a pivotal role in its planning functions, liaison with community groups and other levels of government, through monetary support and support in principle.

As mentioned, Safety Audits should not be viewed as a one time event, but rather as an ongoing process which incorporates safety into community development. It is hoped that this project has provided an initial step toward a long term process.

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<sup>3</sup> Excerpted from Planning for Safer Communities Draft, Cowichan Women Against Violence, 1997.

## **7. REFERENCES**

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## **APPENDIX 1: SELECTED STATISTICAL INFORMATION**

- Using definitions from the Criminal Code of Canada, one out of every two women in Canada since the age of 16 has been physically or sexually assaulted by a man at least once.
- Most assaults on women are perpetrated by someone known to them. One in three BC women is assaulted by her husband or partner. However,
- An estimated 2.5 million Canadian women have experienced physical or sexual assault by a stranger. Many assaults take place in the victim's home and homes of people known to them; however, about 68% of stranger assaults occur in public places, almost one third in streets or parking lots.
- *Only about 6% of sexual assaults are ever reported to police. Of these only about 16% make it to court.*

### **Nationally, of women in the following situations:**

- 55% are worried about walking alone in their neighbourhood after dark,
- 76% are worried about waiting for or using public transportation after dark,
- 83% are worried about walking alone to their car in a parking garage,
- 40% are worried about being home alone at night.

- Women are eight times more likely to forego an evening activity due to concerns for their safety
- About one half of women do not use public transit or parking garages due to concerns for their safety.
- Women are twice as likely as men to carry something to defend themselves
- About two thirds of women who are fearful of walking alone after dark say they would do so if they felt safer.

*(Statistics Canada, Violence Against Women Survey, 1993)*

**COWICHAN VALLEY:** *Between 1994 - 1997, Somenos Transition House accommodated about 6,000 bed-stays for women and children. On average, the WAVAW crisis line receives about 800 to 1,000 calls per year.*

**SENIORS:** *In B.C., an estimated 16,000 elderly persons suffer abuse and neglect. People who get hurt are: mostly over 75, usually female, dependent for care. People who hurt them are often relatives, live in the same household, are dependent on the victim.*

## **APPENDIX 2: SAFETY FACTORS and CHECKLIST QUESTIONS**

**The Safety audit checklist used in the safety audits was adapted from METRAC and Women's Action Centre, Ottawa Models.**

**The checklist and discussions included the following questions:**

### **General Impressions/Overall Design**

*What words best describe this area? How does this place feel at night, in the day?*

*Is it easy to find your way around the area?*

*Is the area (building) accessible? Is it served by transit?*

*Would you know where to go for help? How accessible is help?*

*Can you see clearly what is up ahead?*

### **Isolation**

*How far away is the nearest person to call for help?*

*Do you know who to call for help?*

*Are there many people around the area?*

*Do the surrounding land uses encourage people to be there?*

### **Lighting**

*Is the lighting bright enough, even and in good repair?*

*Are walkways, directional signs or maps sufficiently illuminated?*

*Can you see someone at night 20 metres away? Can you see into the back of your parked car?*

*Is lighting obstructed by trees or bushes? Would you be able to identify someone from a distance?*

### **Sightlines, Movement Predictors/Entrapment Sites**

*Are you able to see clearly what is up ahead?*

*Are there small, confined areas where you (or others) could be hidden from view?*

*How easy would it be to get away if you were threatened?*

*Could someone predict your movements? Is there an alternative route for escape?*

### **Maintenance**

*Does the area feel cared for or abandoned?*

*Is there (offensive) graffiti or vandalism present?*

### **Signage**

*Are there signs or other information that tell you about the area?*

*Can they be seen and read easily? By someone with a disability?*

**APPENDIX 3: COMMUNITY SURVEY**

**MILL BAY-MALAHAT SAFETY AUDIT QUESTIONNAIRE**

- 1. Your Age \_\_\_\_\_ Gender: Female \_\_\_\_\_ Male \_\_\_\_\_
- 2. Your work \_\_\_\_\_ home \_\_\_\_\_ out of home \_\_\_\_\_ attend school / college \_\_\_\_\_
- 3. How long have you lived in Mill Bay? \_\_\_\_\_
- 4. Do you have children at home? yes \_\_\_\_\_ no \_\_\_\_\_

5. Are you ever concerned for your safety

At home	_____ often	_____ sometimes	_____ never
At work	_____ often	_____ sometimes	_____ never
Public places	_____ often	_____ sometimes	_____ never

6. Have you ever experienced or are you ever worried about any of the following in your community? (Never, sometimes, often?)

	<b>Experienced</b>	<b>Worried about</b>
Theft/robbery	_____	_____
Physical Assault	_____	_____
Sexual Assault	_____	_____
Harassment/Stalking	_____	_____
Verbal Attack	_____	_____
Other _____	_____	_____

7. Please name places in your community where you would feel concerned for your safety

at night? \_\_\_\_\_

in the day? \_\_\_\_\_

8. What is it about these places that makes them feel unsafe?

\_\_\_\_\_  
\_\_\_\_\_

9. Do you feel your safety is affected by any of the following?

- |                                  |  |                    |
|----------------------------------|--|--------------------|
| ___ Income / economic conditions | ___ Job/Occupation                           | ___ Marital status |
| ___ Disability                   | ___ Racism                                   | ___ Drugs/ Alcohol |
| ___ Cultural beliefs / attitudes | ___ Age                                      | ___ Health         |
| ___ Sexual orientation           | ___ People's attitudes about women generally |                    |
| Other _____                      |  |                    |

10. Do you ever restrict your activities due to concerns for your personal safety?  
YES \_\_\_\_\_ NO \_\_\_\_\_

If yes, how? (eg., not going out at night, stay away from certain areas, carry personal alarm, etc.)

11. Do you ever restrict your children's' activities due to concerns around safety?  
YES \_\_\_\_\_ NO \_\_\_\_\_

If yes, how? (eg., don't let them go out alone, do phone check-ins, etc.)

12. Please name places where you feel safe in your community

at night? \_\_\_\_\_

in the day? \_\_\_\_\_

13. What would help you to feel safer in your community?

At home \_\_\_\_\_  
\_\_\_\_\_

At work \_\_\_\_\_  
\_\_\_\_\_

In public places \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

—

*THANK YOU VERY MUCH FOR YOUR INPUT*

## **APPENDIX 4: COMMUNITY SURVEY RESPONSES**

<b>Number of surveys received</b>	<b>70</b>		
<b>Personal Data:</b>	<b>% of Total</b>	<b>Ages of respondents</b>	
Females	82%	16 - 24 years	8%
Males	18%	25 - 34	11%
Work in home or retired	42%	35 - 44	24%
Work out of home	53%	45 - 54	21%
Attend school/college	8%	55 - 64	19.5%
Have children at home	35%	65+	14.5%
Length of residency	6 months to 39 years		

**Table 1. Respondents ever concerned for safety at home, work, public places**

	<b>% Often</b>	<b>% Sometimes</b>	<b>Total % O/S</b>	<b>% Never</b>
Home	15	35	50	40
Work	6	26	32	39
Public Places	11	56	67	19

**Table 2. Respondents ever experienced or ever worried about (Crime / Violence)**

	<b>% Experienced</b>		<b>% Worried</b>	
	<b>% All</b>	<b>% Females</b>	<b>% All</b>	<b>% Females</b>
Theft	39	35	53	51
Phys Assault	3	4	32	35
Sexual Assault	6	8	31	35
Harassment/Stalking	19	20	21	21
Verbal Attack	21	22	21	22

**Table 3. Factors Affecting Safety**

	<b>% Respondents</b>		<b>% Respondents</b>
Drugs/Alcohol	40	Job/occupation	3
Attitudes about women	34	Health	3
Age	27	Marital status	3
Income	13	Racism	2
Cultural attitudes/beliefs	6		

Other: Guns carried and fired close to home/neighbourhood; Gender - just because I am female.  
Often hear about break-ins; Like to jog - unsafe in isolated areas - on roads, speeders a problem.  
People using drugs a problem.  
Loneliness an issue for senior.

#### 4. Restrictions to Activities and Methods Noted

	<b>% Respondents</b>
% of all respondents who restrict activities due to concerns for safety	55%
% of female respondents who restrict activities	61%
<b>METHODS NOTED by number of responses:</b>	<b># Responses</b>
Stay away from certain places/areas/people/groups (parks, beaches, Boas Road, isolated areas)	13
Don't go out at night alone at night/go out with friend	11
Don't go running / walking at night	6
Don't go alone to certain places in the day	4
Don't go to lake with children alone	1
Carry something for defense (pepper spray, whistle)	4
Take/own a dog	4
Bought a cell phone	1
Travel precautions (check around car before getting in, lock car doors while driving, drive rather than walk at night)	5
Security measures at home (lighting)	1

#### Other:

Don't do the things I used to do. Avoid walking alone or with other women. Rarely go anywhere alone except grocery shopping. Curtailed walks, concern about dogs in area who have been known to attack people.

**Table 5. Restrictions to children's activities and methods noted**

<b>% Parents/Grandparents with children at home who restrict children's activities due to concerns for safety</b>	<b>86%</b>
<b>METHODS NOTED by number of responses</b>	<b># Responses</b>
Don't let them go out alone	4
Have them do phone checkins	7
Pre-approval of places they go	1
Regular adult supervision	3
Accompany them to places (bus stops, parks, etc.)	2
Advise them not to talk to strangers	1

**Table 6. Places where safety is a concern at night  
By number of responses**

<b>Places</b>	<b># Responses</b>
Home	7
Mostly everywhere at night	5
Dark or isolated areas in general	2
Highways in general	5
Trans Canada, Mill Bay underpass	1
Rural Roads in general	7
Mill Bay Road (includes beach)	5
Whittaker Road	1
Streets (neighbourhoods), dark streets	2
Other: bus stops, esp. Spectacle Lake	1
<i>Total highways, roads, streets</i>	22
Recreation areas/ parks, trails, baseball fields	3
re: wildlife	1
Community Centre	1
Spectacle Lake	3
<i>Total Recreation areas</i>	8
Commercial areas (stores, ATM's, parking lots)	4
Workplace	2
Mill Bay Centre	2
Shawnigan Lake Village/Shawn Pub	2
<i>Total central, commercial areas</i>	10

**Table 7. Places where safety is a concern in the day**

	<b># Responses</b>
Isolated areas/places (parks, woods, trails, beach, neighbourhoods, wildlife areas)	11
At or near home (Spectacle Lake =1)	4
Highways and roads	3
Mill Bay north near Bonner	1
Mill Bay Road	2
Cobble Hill Road	1
Highway/ Mill Bay underpass	1
<i>Total highways and roads</i>	12
Spectacle Lake	3
Mill Bay Centre	1
Shawnigan Lake - west side	1
Where groups of youth/people are	2
Workplace	1

## 8. Aspects of places related to concerns

	# Responses
Dark, poor or no lighting	15
Isolated/rural nature	7
No houses, people or help nearby or within hearing	11
No emergency telephones	1
Presence of hiding places, opportunities for assault	5
<i>Isolation factors total</i>	24
Road conditions: potholes, lack of adequate walkways on SL Road, inattentive drivers, drunk drivers	4
Youth in general, youth hanging out, partying, language	9
Knowledge of vandalism, verbal assault, media coverage	5
Strange cars driving by	2
People using alcohol, bar in area	2
Animals (wildlife, dogs)	7
Security/Law enforcement (need more police, better police response)	2

## 9. Solutions to increase safety in public places - By number of responses

Solutions	#
Security (police checks, more patrols, foot patrols)	6
Lighting (general, streetcorners, rural mail boxes)	10
Pedestrian paths, bikepaths	2
More payphones	2
Education and awareness	
Safety, streetproofing for girls, women, self protection	3
Change peoples' attitudes, create more intolerance of harassment, violence, develop public attitude that women should be able to feel safe	3
Address youth issues through more activities, offender laws, education.	3
Need better standards for buses/stops, and monitoring, supervision on buses	1

**Table 10. Solutions to increase safety at work**

Solutions	Responses
Security measures (re: parking for staff, accompaniment)	3
Police	1
Workplace safety programs (communication, support for concerns, buddy system)	3
Address behaviours of youth	1

**Table 11. Solutions to increase safety at home**

<b>Solutions</b>	<b>#</b>
Security measures (alarm, locked doors, dog)	8
Block watch, Neighbourhood watch, knowing who to call in an emergency	6
Police patrols, response	3
Better 911 system/response (convey disinterest unless clear and immediate threat)	1
Lighting	3
Law enforcement - youth	2
Dog control	2
Wildlife education	2

**12. Places that feel safe - day and night - By number of responses**

	<b>DAY</b>	<b>NIGHT</b>
Mostly everywhere	15	5
Home/neighbourhood /Familiar places/people/work	21	14
High activity areas	7	3
Well lit areas	1	2
When with people	1	4
Shopping areas/Mill Bay Centre	9	6
Kerry Park	2	2
Other (Cowichan Bay)		1
Spectacle Lake Residential area	2	

**APPENDIX 2. YOUTH SURVEY RESPONSES**

# RESPONDENTS = 151  
 #FEMALES = 81 (54%)  
 #MALES = 70 (46%)

Ages range from 14 - 19 years

Areas of Residency: 49% Mill Bay-Malahat  
 51% Other (Unknown, Cobble Hill, Shawnigan, Duncan, Cowichan Bay, Chemainus)

**1. a. CONCERN FOR SAFETY - % OF TOTAL**

	Often	Sometimes	Total O/S	Never
Home	6	22	28	70
School	3	32	35	69
Work	6	18	24	64
Public Places	11	60	71	28

**1. b. % Females concerned for their safety**

	Often	Sometimes	Total O/S	Never
Home	7	32	37	58
School	4	30	34	64
Work	6	19	25	62
Public Places	15	69	84	14

**1. c. % Males concerned for their safety**

	Often	Sometimes	Total O/S	Never
Home	4	10	14	82
School	3	20	23	73
Work	6	17	23	66
Public Places	7	48	55	44

**2. % EXPERIENCE/WORRY ABOUT CRIME/VIOLENCE**

	% Experienced	% Worried
Theft	24	57
Phys. Assault	15	43
Sexual Assault	5	36
Harassment/Stalking	17	30
Verbal Attack	34	28

**2. b. % Females ever experienced or worried about Crime/Violence**

	% Experienced	% Worried
Theft	27	63
Phys. Assault	15	58
Sexual Assault	6	62
Harassment/Stalking	21	47
Verbal Attack	38	37

**2. c. % Males ever experienced or worried about Crime/Violence**

	% Experienced	% Worried
Theft	20	49
Phys. Assault	15	25
Sexual Assault	3	7
Harassment/Stalking	11	11
Verbal Attack	30	17

**3. % FACTORS AFFECTING SAFETY**

	% Males	% Females	% ALL
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Drugs/alcohol	25	38	32
Age	17	32	25
Attitudes / about women	6	37	23
Peer pressure	10	20	15
Cultural beliefs	11	11	11
Income	11	9	10
Racism	15	9	12
Health	7	6	7
Job/occupation	6	5	5
Marital Status		5	3
Disability	6	2	4
Sexual orientation	1	17	10

#### 4. LIMITATIONS TO ACTIVITIES - SELF

% who restrict own activities due to safety concerns	Females= 49%	Males=14%	All
<b>METHODS NOTED (by # of responses)</b>	<b># Females</b>	<b># Males</b>	<b>Total</b>
Stay away from certain places or certain people	22	6	28
Don't go out at night alone/go with friends	25	1	26
Carry something (e.g. pepper spray)	5		5
Don't go out at night	3		3
Stay in lit areas	2		2
Take dog	1		1
Positive appearance/stance	1		1

#### 5. PARENTS RESTRICT ACTIVITIES

Parents restrict activities re: safety concerns	Female yes = 70%	Males yes = 42%	All
<b>METHODS NOTED (# responses)</b>	<b># Females</b>	<b># Males</b>	<b>Total/All</b>
Don't let go out alone	24	3	27
Pre-approval of where they go and phone checks to make sure they're okay	30	11	41
Restrictions around places		4	4
Don't go to unfamiliar places	4		4
Don't go out after dark	1		1
Curfew (times and certain places)	8	4	12
Gave pepper spray, cell phone	3	1	4

#### 6. PLACES WHERE SAFETY IS A CONCERN AT NIGHT - By Number of Responses

	# Females	# Males	Total/All
Anywhere/alone	10		10
Dark places/streets	5		5
Roads/highways/driving	7	8	15
Parks/bush areas	2	2	4
The Quarry		1	1
Isolated buildings	1		1
Commercial areas (Payless)	1		1
Where groups are		2	2
Masons Store		3	3
Duncan		7	7
Shawnigan		5	5
Neighbourhoods (Beach Est./ Spectacle Lk)	2		2
Home	1		1
Reserve		1	1

#### 7. PLACES WHERE SAFETY IS A CONCERN IN THE DAY - By Number of Responses

	# Females	# Males	Total/All

Parks/bush/trail areas/forest	3	1	4
Rural Roads	3	1	4
Anywhere/alone	3		3
Isolated areas / buildings	3	1	4
School	2		2
Other (CH Pub, Duncan, Vancouver)	3	1	4
Where groups are		1	1

**8. ASPECTS OF PLACES RELATED TO SAFETY CONCERNS**

	# Females	# Males	Total
Dark/lack of lighting	15	2	17
Isolated /lack of people around to help/being alone,	17		17
People (e.g.s, Drunks, violent people, drugs,	25	18	43

**9. SOLUTIONS TO INCREASE SAFETY IN PUBLIC PLACES**

	# Females	# Males	Total/All
Lighting	10		10
Security (police/authority figure)	8	3	11
Reduce threatening or violent behaviours	3	7	10
Not alone	4		4
Phones	2		2
Carry weapon/defense	3	3	6
Self defense knowledge	1	2	3

**10. SOLUTIONS TO INCREASE SAFETY AT SCHOOL**

	# Females	Males	Total/All
Nothing/fine	10	2	12
Security/authority figure/ response	8	3	11
Not alone/people around	5		5
Reduce threatening behaviours/violence	1	3	4
Self defense knowledge / course	1	1	2
Carry weapon		1	1
Activities		1	1
Other		2	2

**11. SOLUTIONS TO INCREASE SAFETY AT HOME**

	# Females	# Males	All
Security measures/alarms/locks	17	3	20
Faster Police response	1		1
Lighting (around house or streets)	5	1	6
Reduce criminal behaviours (increase personal power)		3	3
Weapon/gun		2	2
Neighbourhood watch	1		1
Living in a less isolated area	1		1
Fine/nothing		2	2

**12. SOLUTIONS TO INCREASE SAFETY AT WORK**

	<b># Females</b>	<b># Males</b>	<b>All</b>
Security measures/alarms	4	1	5
Not being alone	3	1	4
Reduce violent behaviour		2	2
Lighting	1		1
No way to improve		1	1