



Gender Sensitive Urban Design Guidelines & Implementation Toolkit

Literature Review Report

Revision B



ACT
Government

Gender Sensitive
Urban Design



PREPARED BY



OCULUS



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DOCUMENT CONTROL

Revision	Description	Date of Issue
A	Preliminary Draft	13/08/2021
B	Final Draft	01/11/2021

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1.0 EXECUTIVE SUMMARY

Safety in public space is a key priority for gender-sensitive design because the perception of safety is inextricably linked to use, mobility, and participation. Scientific studies in Vienna found that girls can withdraw entirely from parks and public open spaces starting as early as age 10 to 13 because of stressful situations or harassment.

Safety in public space and the perception of safety facilitate social behaviour that improves people's experiences and perceptions of safety in public spaces which "can increase willingness to fully participate in community life and their perceptions of public spaces". Designing in the perception of safety is critical to prevent a withdrawal from the activities of public life whether schools, jobs, recreation, or health care.

Safety and security are a central concern and combine physical attributes (visibility and spatial organisation), social attributes (presence of different user groups), and personal factors (personal experience), including the subjective feeling of the perception of safety in public space - seeing and being seen.

For the ACT Government building a community where women and girls are safe and supported to participate is a key objective.

By undertaking this desktop research we have confirmed that the project methodology is both sound and appropriate to develop a place-based, community specific evidence basis for gender sensitive regulatory change in the ACT, and identified a range of scales that need to be considered and impacted to affect meaningful and enduring change.

Key Recommendations

The key recommendations identified as consequence of our desktop research can be broadly summarised as:

1. Review and refine where needed the objectives of the brief in the context of the desktop review.
2. Acknowledge and foreground both the limits and responsibilities of both design and governance.
3. Address gaps in the local data, in particular a data gap in the cohort of young girls, women, and nonbinary communities in the age group of 12 to 18 years old.
4. Address the scales that align to the remit of the project brief and make recommendations for those that may not.
5. Adopt an inter-sectional, gender-specific and place-specific approach to the development of people-centred gender sensitive principles and guidelines.
6. Strengthen existing policy through a gender mainstreaming.
7. Broaden the Canberra, Australian, International and research base beyond gendered sexual harassment and violence in public space.
8. Educate the community and government by foregrounding that knowledge is embedded in language, which in turn is inextricably to power by socialising the research - informing planners, policy makers, designers, and whole of government.
9. Strengthen the messaging by sharing local lived experiences.
10. Provision for/mandate ongoing evaluation of the project's implementation .

2.0 INTRODUCTION

Introduction

Building a community where women and girls are safe and supported to participate is Objective 3 of The Second Action Plan 2020-22 Equity Together (the Plan).

Safety at home and in public spaces is essential to full and equal participation of women and girls in our community. We know that women and girls experience and perceive safety differently than men, with women more likely to report feeling unsafe in public spaces in Canberra than men.

Action 3.5 of the Plan identifies the importance of developing and implementing gender sensitive design principles to assist with design and development of public-urban spaces and infrastructure and transport infrastructure, including wayfinding to build a community where women and girls are safe and supported to participate.

Women and vulnerable communities' perception of safety is a global, universal, cross-cultural concern. It is important therefore that the development of gender sensitive design principles should be founded on an evidence basis that draws on lived experience to inform future place-based delivery.

On behalf of the ACT Government, the project team has undertaken background research, a literature review, and an ACT Government Policy audit to help inform the development of gender sensitive design approaches, to enable the translation of key definitions, themes, principles, objectives, methods, and metrics.

The findings of our research reinforce the appropriateness of the project's methodology which demonstrates the importance of recognising the universal challenges facing women and vulnerable communities, combined with future Canberra place-specific audits of public spaces, and stakeholder consultation to understand people's lived experience. This method has an evidence basis and will enable the development of gender-sensitive urban design guidelines and an implementation toolkit to evidence the strategic justification for enhanced regulatory requirements, as set out in ACT Women's Plan 2016-26.

Canberra Context

Ms Henderson recalls a time when the simple act of pushing a pram around Canberra's streets was nearly impossible - and her mother, Dame Pattie Menzies, took the problem right to the top.

"My mother and I would take the baby for a walk, and every night Dad would come back from Parliament House, and my mother would say, 'Bob, really, these footpaths are a disgrace'," she said.¹

The literature review includes a summary of several documents that highlight that the issues of Gender Sensitivity are present in the Canberra context.

¹ <https://www.abc.net.au/news/2009-09-16/canberra-walkway-honours-menzies/1431316>

3.0 METHOD

We undertook a desktop review of existing literature, urban design and infrastructure policies including a Canberra reference list, a gender sensitive literature reference list, and a review of ACT Government policies.

Canberra Reference List

Below is a summary of the Literature with a Canberra Context, that has been reviewed as part of this Report.

Canberra	
Supporting women and girls in the ACT - report on what we heard	ACT Government, December 2019
What makes public spaces safer for ACT women?	Emma Davidson, January 2019, Women's Centre for Health Matters Inc. (WCHM)
"Where do older ACT women feel unsafe, and why?"	2015, Women's Centre for Health Matters Inc. (WCHM)
Renewing Haig Park Experiments Summary	Hope, C, Holland, K and Rief, A, 2019, Haig Park Experiments Evaluation Report. City Renewal Authority and University of Canberra, Canberra.

Literature Reference List

Below is a summary of the Literature that has been reviewed as part of this Report.

XYX Lab	
XYX Lab - Introduction	Monash University
XYX Lab - Methods & Strategies	Monash University
XYX Lab - Amplifying Diverse Voices	Monash University
XYX Lab - Personal Safety	Monash University
XYX Lab - Gendered Public Transport	Monash University
Publications	
Gender Equity Toolkit	Leyla Acaroglu with the Women's Lead Initiative at AIGA
Handbook for Gender-Inclusive Urban Planning and Design	World Bank, 2020
New Urban Agenda	United Nations, 2016
The Impact of COVID-19 on Women	United Nations, April 2020
COVID-19: A Gender Lens Protecting Sexual and Reproductive Health and Rights and Promoting Gender Equity	United National Population Fund HQ, March 2020

Shaping the female city	ARUP
Unsafe in the City	Plan Information / Monash University, 2018
Free to be Sydney	Plan Information / Monash University, 2018
A Guide to Inclusion & Health in Public Space: Learning Globally to Transform Locally	Gehl Institute, June 2018
Policy	
Gender Sensitive Design	Victorian Government
Mainstreaming in Urban Planning and Urban Development	City of Vienna, 2013
Thematic Concept: Green & Open Spaces	City of Vienna, 2015
Articles	
More lighting along does not create safety cities. Look at what research with young women tells us	Nicole Kalms, March 2019
Gender makes a world of difference for safety on public transport	Nicole Kalms and Hannah Korsmeyer, July 2017
Safe in the City? Girls tell it like it is	Nicole Kalms, Gill Matthewson and Pamela Salen, XYX Lab, Monash University, 2017
What does the 'new normal' look like for women's safety in cities?	Nicole Kalms, Gill Matthewson and Georgia May Johnson, XYX Lab, Monash University, July 2020
Crowd-mapping gender equity - a powerful tool for shaping a better city launches in Melbourne	Nicole Kalms, XYX Lab, Monash University, October 2018
To design safer parks for women, city planners must listen to their stories	Nicole Kalms, XYX Lab, Monash University, June 2018
The queer city: how to design more inclusive public space	Pippa Catterall and Ammar Azzouz, June 2021
Gender & Public Space	Inés Sánchez de Madariaga, 2021 https://urbannext.net/gender-public-space/
How Better Urban Planning can Improve Gender Equity	Jennifer Gardner and Larissa Begault, April 2019
Many women don't feel safe exercising in public, but is bright lighting the solution?	Gabriella Merchant, November 2019
What divides men and women? The Australia Talks survey reveals quite a list	Annabel Crabb, June 2021
Public bathrooms are gender identity battlefields. What if we just do it right?	Simona Castricum, October 2018
Gender equality in public toilets?	Mediclinics, September 2020

ACT Government Policies

Below is a summary of the ACT Government Policies and Guidelines that has been reviewed as part of this Report.

Urban Design & Strategic Planning	
ACT Planning Strategy 2018	Environmental, Planning & Sustainable Development Directorate, ACT Government, 2018
The City Plan - Final Report A + B	Environment and Sustainable Development Directorate, ACT Government, 2014
Great Place Guide	City Renewal Authority, ACT Government, 2020
Sustainability & Climate Change	
ACT Climate Change Strategy 2019-2025	Environment, Planning and Sustainable Development Directorate, ACT Government, 2019
Canberra's Living Infrastructure Plan: Cooling the City	Environment, Planning and Sustainable Development Directorate, ACT Government, 2019
Social & Cultural Policy	
ACT Women's Plan 2016-2026	ACT Government, 2016
Equity Together Second Action Plan 2020-2022	ACT Government, 2020
Female Friendly Change Rooms @ Sporting Facilities	Sports and Recreation, ACT Government, 2017
Procurement	
The Procurement Values Guide	ACT Government, 2020
Sustainable Procurement Policy 2015	ACT Government, 2015
Design Standards & Guidelines	
ACT Crime Prevention & Urban Design Resource Manual	ACT Department of Urban Services, Planning and Land Management, ACT Government, 2000
Disability Standards for Accessible Public Transport 2002	Office of Legislative Drafting and Publishing, Attorney-General's Department, Canberra, ACT Government, 2002
Territory Code - Parking and Vehicle Access General Code	ACT Planning & Land Authority, ACT Government, May 2018
Territory Code - Bicycle Parking Code	ACT Planning & Land Authority, ACT Government, October 2013
Territory Code - Crime Prevention Through Environmental Design General Code	ACT Planning & Land Authority, ACT Government, December 2011
Territory Code - Access and Mobility General Code	ACT Planning & Land Authority, ACT Government, October 2013

Territory Code - Community& Recreation Facilities Location Guidelines General Code	ACT Planning & Land Authority, ACT Government, May 2018
Territory Code - Signs	ACT Planning & Land Authority, ACT Government, May 2008
MIS 01 - Street Planning and Design	Transport Canberra and City Services, ACT Government, April 2019
MIS 03 - Pavement Design	Transport Canberra and City Services, ACT Government, April 2019
MIS 04 - Active Travel Facilities Design	Transport Canberra and City Services, ACT Government, April 2019
Planning for Active Travel in the ACT - Interim Planning Guide	Transport Canberra and City Services, ACT Government, April 2019
MIS 11 - Off-street Parking	Transport Canberra and City Services, ACT Government, April 2019
MIS 12 - Guide Signs	Transport Canberra and City Services, ACT Government, April 2019
MIS 13 - Traffic Control Devices	Transport Canberra and City Services, ACT Government, April 2019
MIS 15 - Urban Edge Management	Transport Canberra and City Services, ACT Government, April 2019
MIS 16 - Urban Open Space	Transport Canberra and City Services, ACT Government, April 2019
MIS 17 - Shopping Centres and Commercial Areas	Transport Canberra and City Services, ACT Government, April 2019
MIS 20 - Street and Park Furniture	Transport Canberra and City Services, ACT Government, April 2019
MIS 21 - Recreation Facilities	Transport Canberra and City Services, ACT Government, April 2019
MIS 22 - Signage for Urban Parks and Open Space	Transport Canberra and City Services, ACT Government, April 2019
MIS 23 - Public Toilets	Transport Canberra and City Services, ACT Government, April 2019

4.0 KEY FINDINGS

Structural and systemic gendered inequalities are at the heart of gender equity. If we are to transform our cities then gender sensitive design approaches must be part of a cyclical process of awareness-raising, planning and design, implementation, and evaluation.

By prioritising lived experience participation, and addressing under-representation in decision-making processes, we can develop the ACT Government's gender sensitive policies and programs, and expand the national and international evidence-base through the development of new place-specific tools and methods including development and planning mandates, incentives and prohibitions, and appropriate gender budgeting.

The key finding of this desktop research was the reinforcement of the importance of undertaking this project in particular when women, girls, and sexual and gender diverse people make up over 50% of the world's population and when the lived experience of people across the world is so universal.

Our desktop research can broadly be summarised through key four key findings:

- 1. A Limited Research Base
- 2. Language Matters
- 3. Universalising The Experience Of Men
- 4. Method and Metrics Matter
- 5. Scale Matters

1. A Limited Research Base

Despite the reading list being extensive it was apparent that there were three key documents that were most commonly referenced on the topic of gender sensitive design:

- City of Vienna, Mainstreaming in Urban Planning and Urban Development
- Monash University XYX Lab in particular their collaboration with the Unsafe City Project and Crowdsport
- World Bank, Handbook for Gender-Inclusive Urban Planning and Design

The reference list has been broadly categorised in the table below. It is important to note that there was an absence of research on the implementation of gender sensitive design and its evaluation.

2. Language Matters

Knowledge is embedded in language which is always an exercise in power, particularly in relation to gender where individual-determination is key. So it is critical to understand key social concepts when engaging in gender sensitive design, as well as understanding who we are designing with and for. The key terms we have drawn from the desktop research are:

- Gender
- Gender equity
- Gender-inclusivity
- Gendered harassment
- Gendered violence
- Gender mainstreaming
- Gender sensitivity
- Intersectionality
- Participation
- Social infrastructure

Table: Limited Research Base

Data Collection & Process	Gender Segregation & Planning	Opinion	Government Guidelines/Reports	Evaluation
XYX Lab	City of Vienna	LGBTIQ	United Nations	N/A
Plan International	XYX Lab	COVID 19	CPTED Guidelines	
ARUP	ARUP		World Bank	
Inés Sánchez de Madariaga	Inés Sánchez de Madariaga			
	Place Design			

Gender Mainstreaming

In July 1997, the United Nations Economic and Social Council (ECOSOC) defined the concept of gender mainstreaming as the process of assessing the implications for women and men of any planned action, including legislation, policies or programmes, in any area and at all levels. It is a strategy for making the concerns and experiences of women, as well as of men, an integral part of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres. The goal of gender mainstreaming is to achieve gender equality so that women and men benefit equally and inequality is not perpetuated. Gender mainstreaming will be essential for the ACT Government to initiate and maintain broader cultural and structural change to address gender inequities and achieve the objective of the Second Action Plan 2020-22.

Gender Sensitivity

Gender sensitivity focuses on outcome transferability - translating awareness and insight into action. The approach acknowledges the importance and specificity of the site and the groups' needs. The needs of men and women are different, as are their different life realities and life phases. Needs can include both services and amenities; public space can be measured by its usefulness to humans (and for the more than human). That value is then further increased for people who spend a lot of time in immediate or close vicinity of their home.

Gender Inclusivity

Gender inclusive design is not for but with women, girls and sexual and gender diverse people. The World Bank Handbook for Gender-Inclusive Urban Planning and Design describes a gender-inclusive approach as:

- Participatory - including voices of women, girls, and sexual and gender communities
- Integrated - holistic, centred on gender throughout, promoting citizen-city relationship building
- Universal - including all ages and abilities, knowledge building, seeking out, sharing, robust meaningful new data on gender equity
- Power building - growing the capacity and influence of under-represented groups in key decisions
- Invested in - committing the necessary finances and expertise to follow through on intentional gender equity goals.

3. Universalising the experience of men

Central to an understanding of gender sensitive design is understanding that design is not gender-neutral and can be considered part of the problem as well as part of the solution.

Historically the design of our cities and regions has taken as its starting point the needs of men as universal over the specific needs, concerns and lived experiences of women, girls, gender diverse groups and vulnerable people. The desktop research however continually reinforces that gender-based violence and inequitable built environments are not only produced by gender bias but reinforce entrenched gender inequity and limit participation because politics and practices discriminate.

There is both a lack of visibility of women in the city and in many instances a lack of women involved in the design of the city. Research suggests that we have considerable data about our cities but less data about gender and inequity which reinforces the importance of hearing from women's lived experience, by ensuring that women are part of the process of research, design, and testing.

It is important to develop community specific methodologies, activities, and best practice where possible to incorporate and elevate the voices of women, girls, and sexual and gender diverse communities through participatory planning and design processes. The universalising of the experience of men can be overcome through engagement tailored from place to place, community to community, and over an individual's life course, with specific effort made to seek out the voices of diverse and marginalised women and gender diverse communities.

4. Method and Metrics Matter

The approaches outlined in the vast majority of the reading list foreground methods collecting and presenting data to inform Gender Sensitive Design that can be broadly summarised as the following (noting the conspicuous absence of the evaluation):

Surveys/Analysis	Engagement/Testing	Communication
Surveys	Co-Design / Collaborative design workshops	Walk audit
Crowd-mapping tool (geolocate map) app/web-based with comments function	Stakeholder/Authority workshops	Context testing
Transport use analysis	First person narrative	Performative installations
Post-survey/mapping follow-up workshops	Community and stakeholder engagement	Development of bespoke tools
Safety audits	Day in the life	Pilot studies

Analysis	Coding of incident	Descriptor	Consequence
Insights & tendencies	Verbal intimidation	Catcalling, lewd comments, laughed at/discomfort, propositioned/ approached and verbal threats	Whether avoided the place where the incident occurred and for how long
Locations in cities	Non-verbal intimidation	Leered/stared at, lewd gestures, surreptitious photos, flashing and public masturbation	Whether because of the incident stopped studying, quit their job or moved house to avoid location of particularly repetitive harassment
Presence of people (busy versus crowded)	Physical intimidation	Followed/stalked, drink spiking, way blocked, chased	Behaviour change in women - that women develop internal complex personal geographies of their city 'no-go'
Branding and signage	Sexual assault	Creepy contact, groping, rape	Creation of hot spots
Building/infrastructure type	-	Positive experience - safe/happy	-
Perception of qualities of the space (lighting, maintenance)	-	Negative experience - unsafe/unhappy	-
Level of activity (busy versus crowded)	-	-	-
Journey type on the way to/from work/school	-	-	-
Frequency	-	-	-

5. Scale Matters

The approaches outlined in the vast majority of the reading list foreground the importance of operating across multiple scales:

City	Neighbourhood	Street	Body
Transport planning not focused solely on expediency, operative and transactional value	Gender segregated spaces	CPTED - sight lines and maintenance	Signing bathrooms by the amenity and function rather than by gender
Polycentric cities	Good sight lines from buildings to street and open parks	Good sight lines paths	Train carriage design
	Renaming	Appropriate lighting (luminance not just light level/luminance, not overly lit, multiple sources, layered, light type (LED), minimum colour rendering range, and warmth)	Furniture
	Safety hot spots (transport)		Signage
	Visibly inclusive and representative		
	Gender segregation of public transport, taxi-services, and public spaces - only a short-term solution and reinforces gender stereotypes and marginalises individuals	Not using CCTV	
		Frequent use	
		Barrier free	
	Support social interaction	Visibly inclusive and representative	
		Social spaces	
	Mixed land uses	Pedestrian and cycle access to local centres	

5.0 CANBERRA CONTEXT

Supporting women and girls in the ACT - REPORT ON WHAT WE HEARD

ACT Government, December 2019

Summary

Feedback was gathered to inform the priorities for the Second Action Plan 2020-22, a part of the ACT Women's Plan 2016-26. The What We Heard report that sets out the feedback from the consultation.

Framework

Information gathered informed the priorities of the second action plan

Measures

- ACT Government Your Say

Key Themes, Objectives, Principles & Criteria

The focus area that relates to GSUD included:

- Building a community where women and girls are safe and supported to participate
- This focus area elicited a number of strong responses.
- More than half of the respondents supported:
 - Putting more effort into primary prevention (55%);
 - Fostering attitudes, beliefs and behaviour that support gender equality and respect for women (57%); and
 - Ensuring public spaces make women and girls feel safe (53%).
- While respondents flagged lighting as a recurring area for improvement in Canberra, respondents otherwise proposed a range of issues to support women and girls to feel safe and supported to participate.
- Respondents also highlighted the importance of men and boys to actively engage to ensure that women and girls feel safe by ensuring men take responsibility and are accountable for their actions.

What makes public spaces safer for ACT women?

Emma Davidson, January 2019, Women's Centre for Health Matters Inc. (WCHM)

Summary

A report investigating how urban planning and design encourages or inhibits the social participation of women, urban planning in the ACT.

WCHM's research into women's feelings of safety in public spaces in the ACT shows that even in areas with low rates of reported crime, women feel unsafe due to the risk of assault or sexual assault, particularly after dark. Areas where women report feeling unsafe include public parks, bus stations, and in commercial areas where they may be visiting shops and restaurants.

Recommends changes to the physical environment that result in women feeling safe in these public spaces would enable women to participate freely in their communities, such as going out socially, feeling safe to use active travel to get home from work after dark, physical activity for health and fitness, and participating in community events.

Framework

Advocacy group providing advice and feedback to ACT Government about the reasons that contributed to women's safety concerns, with the aim of improving urban planning and design in the ACT and making Canberra a more inclusive community.

Measures

- Collection of data using the Safety Mapping Tool

Key Themes, Objectives, Principles & Criteria

- Use the voices of women to influence the future design of public spaces.
- Changes to the physical environment that result in women feeling safe in these public spaces would enable women to participate freely in their communities.
- Streets and Commercial Zones, and Parks, in particular Haig Park were received the highest number of reports for feeling unsafe or very unsafe.
- The three most common themes in the comments about why women felt unsafe were lighting, other people in the area (people perceived as being a threat), and isolation (lack of people and passive surveillance).
- Other themes included feeling unsafe or very unsafe in an area as a result of infrastructure issues, such as cycle pathways merging with a road, reputation and neglect.
- Safe areas had good visibility, lighting, people in the area and well paved footpaths.
- The things that result in women feeling unsafe in a public space are common to women of all ages.
- Recommendations for improving public space through physical changes.

“Where do older ACT women feel unsafe, and why?”

2015, Women’s Centre for Health Matters Inc. (WCHM)

Summary

WCHM decided to conduct an Older Women’s Safety Audit Project in the ACT which focused on seeking input from older women to discuss their safety concerns and ideas about how to make public spaces safer and thus more frequently used by older women. Older women’s use of public spaces is characterised by a higher use of shopping centres, parks, pathways, residential areas and public transport settings (because they are less likely to use cars to access them than men). Overall the project aimed to highlight the way urban planning decisions about the physical and social environment affect older women and their ability to feel that they can engage safely with these public spaces, and to identify any suggestions or solutions from older women to these issues.

Framework

Advocacy group providing advice and feedback to ACT Government about the reasons that contributed to women’s safety concerns, with the aim of improving urban planning and design in the ACT and making Canberra a more inclusive community.

Measures

- The project was carried out in four phases—a literature review, an online survey, focus groups and the safety audits.
- WCHM used safety audits as an effective community development tool, especially because they can involve those who are most vulnerable – not only ‘women’, but those with disabilities, or who are elderly. At their most basic level, women’s safety audits are a tool to identify safe and unsafe spaces, and how unsafe spaces can be improved.

Key Themes, Objectives, Principles & Criteria

- Sixty-five percent of respondents said they felt unsafe in public toilets. This is relevant to older women’s inclusion as research suggests that if public toilets are not available at public transport terminals and in city centres (within walking distance) some women will not travel at all.
- Fifty-eight percent surveyed said they felt unsafe at bus interchanges and 48 percent in major public car parks. Particular spaces pinpointed by respondents included: Belconnen mall and public parking in Civic and parking areas at the Canberra hospital.

- When asked why they felt unsafe in these spaces, many of the respondents highlighted feeling unsafe because of lack of lighting, feeling unsafe after dark, the perception of feeling unsafe because of the stories one has heard or because of what one hears in the media, and having a lack of people in some areas
- Recommendations for improving public space through physical changes include safe, accessible footpaths, safer car parks, safe visible transport stops and interchanges, safe places to cross streets, signage, safety after dark, parks close to other amenities with good passive surveillance, safe public toilets, public facilities.

Renewing Haig Park Experiments Summary

Hope, C, Holland, K and Rief, A. (2019). Haig Park Experiments Evaluation Report. City Renewal Authority and University of Canberra, Canberra.

Summary

Haig Park is a listed Heritage park with inadequate bathroom facilities, limited access to drinking water, no electricity and community feedback that described Haig Park as 'unsafe', 'boring', 'dark', and 'underutilised'.

From 2017 to 2018 the ACT Government held an extensive community engagement process to identify the community's current experiences of Haig Park, and to seek input for improving the park in the future.

In 2019 the City Renewal Authority conducted the Haig Park Experiments as a first step towards the revitalisation of this city park. Testing short-term actions identified in the first phase of consultation, the experiments comprised 26 transformational temporary activations, events and installations between June and December 2019. With a strong focus on community, activity and sustainability, the experiments provided new, interesting and enjoyable ways for almost 30,000 people to experience, view and understand the park. They demonstrated that Haig Park can and must be a place for people; becoming a vital space for public life that provides greater health and wellbeing outcomes for the community.

- Test the potential of placemaking in Haig Park
- Improve community stewardship of the park
- Experiment with ways to improve the diversity, number and dwell time of people using the park
- Improve community perception of Haig Park; and
- Explore ways to ensure heritage, cultural and environmental values of Haig Park are respected.

Framework

Evaluation of experiments to measure their impact.

Measures

- The experiments were then subjected to an ongoing evaluation process of:
 - Propose, test, monitor, change — to help understand how to achieve the best outcomes over the short and longer term.
 - Quantitative and qualitative data was gathered through a combination of place audits, surveys, observation and social media.
- This information was compared with baseline data from the 2017 place utilisation study⁴, previous community consultation and 'spot audits' undertaken in May 2019 to help evaluate the effectiveness of the program on community use and perceptions of Haig Park. The information gathered will be used to guide future infrastructure improvements to the park.

Key Themes, Objectives, Principles & Criteria

- Visits to the park increased by 47 per cent from May (prior to the experiments) — to October (during Haig Park Experiments).
- Recommendations included continued activation, better facilities, better maintenance
- Improvements include:
 - Footpath and lighting upgrades
 - A new nature play playground; and
 - A new community centre comprising a pavilion, parts of the re-purposed former depot building and associated landscaping

6.0 LITERATURE REVIEW

XYX Lab
XYX Lab - Introduction
Monash University
Summary
<p>A general overview and introduction into the topic of gender inequity in the city, the value and importance of gender sensitive city design.</p> <p>An introductory document that sits in the context of five XYX Lab capability statements.</p> <p>Foundational in nature leading to rather than responding to research.</p>
Framework
<p>A capability statement with serving as a general introduction to XYX Lab, with team outline and structure.</p>
Approaches, Processes & Practices (Method)
<ul style="list-style-type: none">• Inclusive approach with diverse stakeholder and community engagement to facilitate complex conversations.• Activated research.• Design-led tactics and participatory collaborations.• Co-design (transferring to non-designers).
Key Themes, Objectives, Principles & Criteria
<ul style="list-style-type: none">• Gender mainstreaming has internationalised spatial gender equity.• Relationship between gender inequity and the design of the city which can limit participation.• That gender sensitive design practices have the power to improve urban spatial equity.• That gender should not just be about being female.• That for women and LGBTIQ people freedom of the city has been more typically constrained.• We can expose spaces where gender bias has led to historical exclusion or vulnerability.• That urban spatial justice involves transformative social and material change.• The correlation between the fear of sexual violence and urban engagement.• Amplifying diverse voices in the design of space and the policies and practices that inform and shape design. <p>The importance of:</p> <ul style="list-style-type: none">• Make visible.• Building design knowledge.• Creating a sense of belonging and invitation.• Considering social-economic status, age, ethnicity, sexuality, religion, and mobility.• Informing planners, policy makers, designers, and local governments.

Summary

A general overview and approach to design practice geared to surfacing gendered experiences of spatial inequity.

A capability document that sits in the context of five XYX Lab capability statements (refer reading list).

Reflective of a developing body of work that informs rather explicitly responds to research by others.

Framework

A capability statement that outlines several gender sensitive methods and strategies with project descriptions and project illustration examples.

Approaches, Processes & Practices (Method)

Co-Design – engagement with diverse sectors of the community to consider complex problems (using design thinking methods, material tools, process of visualisation, building and making, interventions and approaches to future placemaking).

Data Visualisation – translation of data into public, immediately understood representation of gender-based inequity, representation of complex information that connects data sets to prioritise pressing concerns.

Material making – Is defined by XYX Lab as a way of disseminating ideas, appreciate the material beauty of the designed objects and how they transcends to embrace shared experiences, collective narratives and embodied learning (design as action).

Design Thinking through Material Thinking – Material Thinking is described by XYX Lab as the development of specially designed discovery tools and material devices, generating stories, ideas and possible solutions from diverse collaborators. Encourages collaboration and connection between multiple stakeholders and levels the power relationships between them, positions participants as equals in the process, galvanises participants around common goals, fosters creative thinking, deepens empathy, 'designing with' rather than 'designing for' approach.

Mapping analysis – crowd mapping of urban spaces using geo-locative methods to collect and share data, shared and diverse voices, makes visible and identifiable undisclosed and under-reported accounts.

Gender mainstreaming – Interdisciplinary approach to understand gender-sensitive practices. Women and asking questions about their needs, recognising the impact design on women's sense of safety. Applying a gender lens to guidelines and any policies affecting the urban environment and that both women and girls need to be involved in all phases of the design process.

Key Themes, Objectives, Principles & Criteria

- Engagement should be equalising, inclusive and addresses power dynamics.
- Lived experience, insights, and narratives.
- Reveal interconnected experiences.
- Women and members of the LGBTIQ community are experts of their own experience – a co-design process acknowledges and respects their awareness and insights.

The importance of:

- Context
- Location
- Perception of safety
- Good visibility
- Clear orientation and pathways
- Efficient lighting
- Well maintained public toilets
- Spaces that foster frequent use

Criteria for evaluation of lived experience:

- . Verbal intimidation
 - . Catcalling
 - . Lewd comments
 - . Laughed at/discomfort
 - . Propositioned/approached
 - . Verbal threats
 - . Non-verbal intimidation
 - . Leered/stared at
 - . Lewd gestures
 - . Surreptitious photos
 - . Flashing
 - . Public masturbation
 - . Physical intimidation
 - . Followed/stalked
 - . Drink spiking
 - . Way blocked
 - . Chased
 - . Sexual assault
 - . Creepy contact
 - . Groping
 - . Rape
-

XYX Lab - Amplifying Diverse Voices - Pride Thinking

Monash University

Summary

A general overview into the importance of diverse voices in design, conceding that while politics and practices discriminate, maintaining the status quo, design can also be an answer.

A capability document that sits in the context of five XYX Lab capability statements outlining XYX Lab's methods with project descriptions and visual illustration.

Reflective of a developing body of work that informs rather explicitly responds to research by others.

Framework

A capability statement that outlines the key themes and objectives of gender sensitive design and the role of amplifying voices, with project descriptions and project illustration examples.

Approaches, Processes & Practices (Method)

- . Community and stakeholder engagement.
- . Co-Design.
- . Design-thinking forum (approach to problem identification and solving).
- . Storytelling – developing new forms of narrative about city experiences.
- . Non-designers as active agents.
- . Development of bespoke tools.
- . Girl Walk.
- . Showcasing.
- . Performing.
- . Girls only bike ride.
- . Draw on data from women's experiences.
- . Renaming and reclaiming proposal – for streets and statues.
- . Craftivist – yarn bombing reclamation of transport space.

Key Themes, Objectives, Principles & Criteria

- . That design can be considered the problem as well as the solution.
- . A way of bringing together gender diversity and architecture.
- . Online presence to extend the purpose and ethos and connect services and support organisations.
- . That female experience and presence in cities is often invisible and is a key element of a resilient city.
- . We can re-imagine a bold new city that honours women.
- . There is a current lack of female visibility in the design and occupation of public space.

The importance of:

- . Of voices in terms of ages, ethnicities, and genders.
- . Values, purpose and meaning.
- . Challenging the status quo.
- . Encouraging a female cyclist culture.

Summary

A general overview into the importance of concerns for public safety and the relationship between spatial and gender inequity.

A capability document that sits in the context of five XYX Lab capability statements outlining XYX Lab's methods with project descriptions and visual illustration.

Reflective of a developing body of work that informs rather explicitly responds to research by others.

Framework

A capability statement that outlines the importance of personal safety and the perception of personal safety with project descriptions and project illustration examples.

Summary of detailed analyses that led to a series of reports – used to direct public policy and initiatives in each city.

Key Themes, Objectives, Principles & Criteria

- XYX Lab focus is designing best practice models for improving the safety of cities for women.
- Development of new networks and gender-sensitive solutions for sustainable and resilient cities
- Importance of developing detailed and nuanced understandings of how public space, sexual violence, and safety interact.
- That women and gender diverse people have a hindered engagement with urban environments.
- Which prevents many from fully engaging in urban activity and are exposed to gender-based or sexual violence.
- That gender inequity is not just maintained by sexual violence it is also the main cause of this kind of violence and that sexual violence is part of daily urban life.
- Concern is not just the social and physical vulnerability to sexual assault but also fear of sexual assault.
- That one third of cases of sexual violence occur in the public realm.
- That sexual harassment holds the threat of escalation and sets a tolerance for what is disrespect for the right to be in public space.
- Must consider the role of cultural norms, victim blaming and under-reporting of incidents.
- That women develop internal complex personal geographies their city 'no-go' and a 'take extreme-care' zones that they must negotiate daily.
- Need a broad-spectrum approach – apply a gendered lens to all levels of planning, design and operations to generate a multi-faceted and coordinated package of complementary initiatives.
- The surveys helped identify certain locations in cities where the chances of being harassed were very predictable and persistent (e.g. public transport, school gates, women's gyms).
- 40% of young women subsequently avoided the place where the bad incident occurred.
- 11% never went back again.
- 1% stopped studying, quit their, job or moved house to avoid location of particularly repetitive or egregious incidents
- 37% participants were used to being sexually harassed.
- Out of the few that did report incidents less than a third recorded a positive experience.
- 20% Sexual harassment experienced on the public transport.
- 60% Sexual harassment experienced on the street.
- 28% Sexual harassment experienced to/from school & work.

Approaches, Processes & Practices (Method)

- Spatial and material interventions.
 - Development of a crowd-mapping tool – Geolocative map ‘Free to Be’, describing good and bad places in the city (time of day, experiences of harassment and violence, reactions to the incident, feelings that emerged).
 - Pilot Study.
 - Sense-making analysis: gathering and interrogating data (most frequent type of incidents, gauge frustration and distress).
 - Communication strategies.
 - Collaborative design workshops between stakeholders, designers, and young female activists.
 - Refinement of tool through workshops.
 - Context testing - rolled out across five cities across the world (dataset size 22,000 pins).
-

Summary

A capability statement that outlines the gendered nature of public transport with project descriptions and project illustration examples. Summary of detailed analyses that led to a series of reports – used to direct public policy and initiatives in each city.

Framework

Capability statement

Themes, Objectives & Principles

- Production of the Personal Safety X Book.
- Free to Be methodology.
- Analysis of who uses public transport the most, when public transport is used.
- Assessment of sexual harassment experienced by women of all ages across their journeys.

Approaches, Processes & Practices (Method)

- The importance of providing equal access to urban and public spaces.
- That there exists a bias towards gender, race, ability, sexuality, and age.
- Prevalence of exclusion from, and/or discrimination in public spaces.
- Gender bias affects half the population and is the main reason why women and girls experience inequality of access to urban spaces.
- Gender-based violence and inequitable built environments are not only produced by gender bias but their existence serves to reinforces ingrained gender inequity.
- Violence perpetrated by men against women and girls affects how they see their place in the world. It increases caution and behaviour changes (opt out, avoid, on-guard, or wary).
- Subtle and not subtle messages that they do not have an equal right to occupy public space.
- Many of the issues for women and girls are amplified or become more visible in public transport spaces
- Space of public transport – anonymous, solicitude, people tune out, attention is distracted, crowded, hard to escape and avoid,
- Opportunism of perpetrators - staff don't or can't intervene and aren't recognised as allies or are mistrusted.
- Spatial qualities of stations, stops and surroundings make women feel unsafe access routes, underpasses, tunnels, over bridges, car parks - isolation or fear of entrapment, poor lighting lack of activity/staffing, dramatic shifts in density between peak hour and off-peak, spaces are to always maintained because of budget or heavy use associated with anti-social behaviour – perception of a lack of safety, because public and easily accessible can attract people who exhibit unpredictable behaviour which informal perception.
- Gender bias in policies and designs leads to places and processes not designed for women's needs and concerns.
- Rather than truly gender-neutral or non-gender specific approaches to the design of public transport spaces results in implicit assumptions based on default and generic male users.
- Women trip chain (sequence of trips) can be cross-city convoluted trips generally less supported by public transport infrastructure – unpredictable, with periods waiting in environments where women feel unsafe.
- Expediency, operative and transactional value dominates transport planning and thinking.
- Detailed design of public transport is based on the default model body, hand holds too high leaving women vulnerable or exposed, seat arrangements can lead to women being entrapped.

Issues faced

- Difficulty of reporting incidents
- Sexual harassment - behaviour is tolerated or normalised
- Lack of trust they will be supported or believed
- That reporting could be a traumatic experience itself
- Weak reporting infrastructures.

Publications

Gender Equity Toolkit

Leyla Acaroglu with the Women's Lead Initiative at AIGA

Summary

The professional association for design AIGA - Disrupt Design.

Framework

DIY Guide for your very own toolkit.

Themes, Objectives & Principles

- Gender is a social construct.
- Implicit biases and a host of social conventions that impede us all both men and women and everyone in between.
- Designed to help overcome the invisible barriers created by gender bias and to foster equity in the workplace.
- Equity is all about giving people access to the opportunities and resources they need in order to overcome barriers and flourish.
- Learning to appreciate and understand others helps overcome gender bias.
- All activities are designed to be played from the boardroom to the classroom by small or large groups with men and women and by anyone everyone interest in increasing their empathy and understanding and leadership capabilities.
- Our brains place a higher value on an interaction with a person to whom we feel connected.
- Connect through shared values and experiences.
- Connecting through stories help us re-write narratives that build stereotypes.
- Seek shared values as points of connection.
- Power of empathy its about gaining insights that allow for a shared feeling or experience is played between two people to quickly build an experience o how another person experiences the world.
- Have you ever wondered if your gender is affecting your ability to progress professionally.
- Structural forces that are preventing women from achieving equitable access to leadership positions within the design sector.
- Preformed framework of what leadership should look like this is currently masculine.
- Double bind: women find they must adopt male leadership traits to get into a leadership position, but once there they are penalised for not fulfilling the gendered expectations of typically female stereotypes of sensitivity and care.
- Find ways of enhancing equity.
- Equal access to the resources we need to flourish.
- Enhance leadership through direct experiences.
- Bust cognitive bias.
- Empathy building.
- Organic mentorship.

Approaches, Processes & Practices (Method)

-
- Empathy building exercise that can be conducted in just a few minutes.
 - Creative interventions.
 - Connections through conversation help to ignite the dialogue needed to share similarities of experiences - Ice breaker: connected conversations.
 - Enable greater resilience - scenario testing activity to build mental muscle around the difficult tasks of asking for a raise and negotiating your professional leadership.

01 Connections

- Finding shared experience or value
- Collect five different connection points
- Engaging in conversations with other participants until one person has collected all five connections
- Share stories within the group
- Who had the most connections share and reflect on why

02 Empathy building

- Activity done in pairs
- Empathy cards
- Hear the word male female or neutral
- What they see and why they feel this way
- Word-gender association
- Very define interpretation of the same word
- What kind of visual images
- Each play shares an insight

03 Scenario testing

- Assign the role of the boss and the other person
 - See who can maintain their cool in a stressful real-world scenario
 - Try to convince your boss to give in to what you need
 - Maintain their position
 - Swap roles
 - Experience what it feels like to be in the other position
 - What did it feel like to play your role, and what insights did you gain?
 - What thoughts went through your brain and how does this help you understand someone else's position?
 - What lesson can you take away?
-

Summary

Women, girls, and sexual and gender minorities make up more than half of the world's population. A gender inclusive city should be accessible, connected, safe, healthy, climate resilient and secure. The emphasis is on participatory processes that build capacity.

Framework

Quality assurance standards for urban design and urban planning and examples of case studies (not the actual case studies).

Themes, Objectives & Principles

The key themes that are identified are:

- Gender inequity intersects with urban planning and design with negative impacts for women and girls, sexual and gender minorities and for all ages and abilities.
- Gender inequity exacerbated by the built environment can lead to social and economic exclusion.
- There is a clear economic case for addressing inequity and incorporating gender inclusion into urban planning and design.
- Access – use of services and spaces in the public realm free from constraints and barriers.
- Mobility – moving around the city, safely, easily & affordable.
- Safely & freedom from violence – being free from real and perceived danger in public and private spheres.
- Health and hygiene – leading an active lifestyle that is free from health risks.
- Climate and resilience – prepare for respond to and cope with the immediate and long-term effects of disaster.
- Security of tenure accessing and owning land and housing to live work and build worth and agency.

What gender inclusive planning is:

- To establish participatory processes that include the voices of women, girls, sexual, gender minorities and all ages and abilities.
- An integrated approach that is holistic centering gender throughout and promotes citizen relationship building and builds capacity.
- Seeks out and builds knowledge generating robust, meaningful new data on gender equity that can be shared.
- Establishes the necessary finances and expertise to follow through on intentional gender equity goals.

Gender inclusive planning should not be:

- Prescriptive and focus on for instead of with.
- An add-on - that doesn't consider women separately from other beneficiaries or goals.
- Exclusive - concerned with the needs of able-bodied women or female persons alone.
- Uninformative - considered in a vacuum without engaging with or contributing to broader knowledge on gender.
- Dis-empowering - repeating or reinforcing historical instances in representation and agency.
- Uninvested in - assuming gender goals are achieved if women are among the beneficiaries without investing the required time and resources to follow through.

Approaches, Processes & Practices (Method)

Overarching commitments lead to meaningful effective outcomes and long-term improvement in the status of women by utilising practicable methodologies, activities and good practices by incorporating and elevating the voices of women and girls in participating planning and design processes and by giving clear, specific and adaptable design guidelines.

Gender-inclusive urban planning and design needs to work across all scales and processes and outcome including:

- . Urban & land management plans
- . Metropolitan development plans
- . Masterplans and integrated urban development plans
- . City mobility and transportation plans
- . Neighbourhood development plans
- . Informal neighbourhood upgrading plans
- . City climate action plans
- . Disaster risk management plans
- . Housing.
- . Public-transport mobility infrastructure and road safety
- . Streetscapes
- . Public spaces
- . Basic urban services
- . Energy
- . Water, sanitation & hygiene
- . Solid waste management
- . Communications and ICT

Criteria highlight the need to consider gender inclusion in an intersectional way:

- . Sexual orientation
 - . Gender identity
 - . Ability and age
-

New Urban Agenda

United Nations, 2016

Summary

Adopted at the United Nations Conference on Housing and Sustainable urban Development (Habitat III) in Quito, Ecuador on 20 October 2016. It was endorsed by the United National General Assembly at its sixty-eight plenary meeting of the seventy-first session on 23 December 2016.

Framework

The New Urban Agenda represents a shared vision for a better and more sustainable future one in which all people have equal rights and access to the benefits and opportunities that cities can offer and in which the international community considers the urban systems and physical form of our urban spaces to achieve this.

Themes, Objectives & Principles

In the context of the 2030 Agenda for Sustainable Development, the Paris Agreement and other global development agreements and frameworks, we have reached a critical point of understanding that cities can be the source of the solutions to, rather than the cause of the challenges that our works is facing today.

It lays out the standard and principles for the planning, construction, development, management, and improvement in urban areas along its five main pillars of implementation: national urban policies urban legislation and regulations, urban planning and design, local economy and municipal finance and local implementation.

The Habitat III Conference and the city of Quito welcomed 30,000 participants from 167 countries with online platforms and tools that enabled people all over the world to follow principal events online. It witnessed a historic realization of the principle of inclusivity, including gender and regional balance considerations on all panels.

Links women and girls, children and young people, older persons, person with disabilities, those in vulnerable situations.

Approaches, Processes & Practices (Method)

The following points within The new Urban Agenda relate to women and girls:

- 05. By readdressing the way cities and human settlements are planned financed, developed, governed and managed, the New Urban Agenda will help to end poverty and hunger in all its forms and dimensions; reduce inequalities; promote sustained inclusive and sustainable economic growth; achieve gender equality and the empowerment of all women and girls in order to fully harness their vital contribution to sustainable development, improve human health and wellbeing, foster resilience and protect the environment.
- 13 (c). Achieve gender equality and empower all women and grows by ensuring women's full and effective participation and equal rights in all fields and in leadership at all levels of decision making by ensuring decent work and equal pay for equal work, or work of equal value, for all women and by preventing and eliminating all forms of discrimination, violence and harassment against women and girls in private and public spaces.
- 13 (f). Promote age and gender-responsive planning and investment for sustainable, safe, and accessible urban mobility for all and resource-efficient transport systems for passengers and freight, effectively linking people, places, goods, services and economic opportunities.

Principle and commitments

- 15 (c). Adopt sustainable, people-centered, age- and gender-responsive and integrated approaches to urban and territorial development by implementing policies, strategies, capacity development and actions at all levels, based on fundamental drivers of change.

Calls for action

- 20. We recognise the need to give particular attention to addressing multiple forms of discrimination faced by women and girls.

Transformative commitments for sustainable urban development

- 26. We commit ourselves to urban and rural development that is people-center, protects the planet and is age and gender-responsive and to the realization of all human rights and fundamental freedoms, facilitating living together, ending all forms of discrimination and violence and empowering all individuals and communities while enabling their full and meaningful participation. We further commit ourselves to promoting culture and respect for diversity and equality as key elements in the humanization of our cities and human settlements.
- 32. We commit ourselves to promoting the development of integrated and age and gender responsive housing policies and approaches across all sectors, in particular the employment education, health, care and social integration sectors and at all levels of government – policies and approaches that incorporate adequate, affordable, accessible resources efficient, safe and resilient, well-connected and well-located housing, with special attention to the proximity factor and the strengthening of the spatial relationship with the rest of the spatial relationship with the rest of the urban fabric and the surrounding functional areas.
- 34. We commit ourselves to promoting equitable and affordable access to sustainable basic physical and social infrastructure for all, without discrimination. We commit ourselves to ensuring that these services are responsive to the rights and needs of women, children and youth.
- 35. We commit ourselves to promoting at the appropriate level of government, including subnational and local government, increased security of tenure for all, recognizing the plurality of tenure types, and to developing fit for purpose and age, gender and environment-responsive solutions within the continuum of land and property rights with particular attention to security of and tenure for women as key to their empowerment, including through effective administrative systems.
- 39. We commit ourselves to promoting a safe, healthy, inclusive and secure environment in cities and human settlement enabling all to live, work and participate in urban life without fear of violence and intimidation, taking into consideration that women and girls, children and youth and person in vulnerable situations are often particularly affected, we will also work towards the elimination of harmful practices against women and girls, including child, early and forced marriage and female genital mutilation.
- 42. We support subnational and local government, as appropriate, in fulfilling their key role in strengthening the interface amongst all relevant stakeholders, offering opportunities for dialogue, including through age- and gender responsive approaches and with particular attention to potential contributions from all segments of society, including men and women, children and youth.
- 48. We encourage effective participation and collaboration among all relevant stakeholders including local governments, the private sector and civil society and women.
- 57. Full and productive employment and decent work for all and livelihood opportunities in cities and human settlement.
- 59. Recognizing the contribution of the working poor in the informal economy in particular women including unpaid domestic and migrant workers to the urban economies.
- 61. Bridging the urban demographic divide where applicable and to promoting access for youth to education, skills development, and employment to achieve increased productivity and shared prosperity in cities and human settlements girls and boys, young women and young men key agenda to change.
- 77. Strengthening the resilience of cities and human settlements including through the development of quality infrastructure and spatial planning. By adopting an integrating age-gender-responsive policies and plans and ecosystems-based approaches.

- 90. In line with countries' national legislation, support strengthening the capacity of subnational and local governments to implement effective local and metropolitan multi-levels governance. Metropolitan governance that is inclusive and encompasses legal frameworks and measures to promote women's full and effective participation and equal rights in all fields and in leadership at all levels of decision-making, including local governments.
- 92. Promote participatory age and gender responsive approaches at all stages of the urban and territorial policy and planning processes, from conceptualization to design, budgeting, implementation, evaluation, and review.
- 100. We will support the provision of well-designed networks of safe, accessible, green and quality street and other public spaces that are accessible to all and free from crime bad violence including sexual harassment and gender-based violence, considering the human scale, and measures that allow for the best possible commercial use of street-levels floors, fostering both formal and informal local markets and commerce as well as not-for-profit community initiatives bring people into public spaces and promoting walk-ability and cycling with the gal or improving health and well-being.
- 101. Integrate disaster risk reduction and climate change adaptation and mitigation considerations and measures into age and gender-responsive urban and territorial development and planning processes, including greenhouse gas emissions, resilience-based and climate effective design of spaces, building and construction services and infrastructure and nature-based solutions. Co-operation across the sectors.
- 113. Measure to improve road safety and integrate it into sustainable mobility transport integrated planning and design/ together with awareness-raising initiatives. We will promote the safe-system approach called for in the Decade of Action for Road Safety with special attention to the needs of all women.
- 114. Access for all to safe age and gender responsive, affordable, accessible, and sustainable urban mobility and land seas and transport systems, enabling meaningful participation in social and economic activities in cities and human settlements by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options.
- 119. Promote adequate investment in protective accessible and sustainable infrastructure and service provision systems, with special attention to women and girls.
- 134. Support appropriate policies and capacities that enable subnational and local government to register and expand their potential base, while ensuring that women and girls, are not disproportionately affected.
- 148. Strengthening the capacity of national, sub-national and local government including local government associations as appropriate to work with women and girls.
- 151. Capacity-development programs to help subnational and local government in financial planning and management anchored in institutional co-ordination at all levels, with particular attention to age- and gender-responsive budgeting.
- 155. Promote capacity development initiative to empower and strengthen the skills and abilities of woe and girls, children, and you. For shaping governance processes engaging in dialogue and promoting and protecting human rights and anti-discrimination to ensure their effective participation in urban and territorial development decision making.
- 156. Promote the development of national information and communication technology policies and e-government strategies, as well as citizen-centric digital governance tools, to make information communications technologies accessible to the public, including women and girls.

Criteria, Indicators, Metrics & Evaluation

- Participation and equal rights in all fields and in leadership at all levels of decision making.
- Legislation change e.g. security of tenure, reproductive rights.

The Impact of COVID-19 on Women

United Nations, April 2020

Summary

A UN Women feature as part of their In Focus series of articles e.g. climate, youth etc.

Framework

Article not framework.

Themes, Objectives & Principles

- The disease outbreak affects women and men differently with women representing 70 percent of the health and social sector workforce.
- During the pandemic women and girls may be at higher risk of intimate partner violence and other forms of domestic violence.
- Sexual and reproductive health and rights is a significant public health issue that requires high attention during pandemics.
- Safe pregnancies and children both depend on functioning health systems.
- Provision of family planning and other sexual and reproductive health services may be impacted by supply chains disrupted by the pandemic response.
- Continuity of care must be ensured, and obstacles and barriers must be addressed.
- Gender based violence referral pathways must be updated.
- Pregnant women with respiratory illnesses must be treated with utmost priority.
- Surveillance and response systems must be enacted with provision of mental health and psycho-social support is a critical part of the response.
- All health workers including women responding to covid-19 must have personal protective equipment
- Given women's front-line interaction with communities they face a higher risk of exposure - women are also well placed to positively influence the design and implementation of prevention activities and community engagement.
- Provision of accurate and supportive care and messaging to be provided.
- Leverage UNFPA expertise and experience in community engagement, social mobilization, and extensive networks.

Approaches, Processes & Practices (Method)

Main recommendations:

- Provide accurate and supportive care and messaging.
- Ensure policies and interventions respond to and speak to everyone's needs.
- Ensure the response to COVID-19 does not reproduce or perpetuate harmful gender norms, discriminatory practices, and inequalities.
- Ensure that high attention is given to sexual and reproductive health and rights during COVID-19.
- Consider how the quarantine experience can be different for women and men, how these may differ among groups of women and men, how the quarantine experience can be different for women and men, how these may differ among groups of women and men, and how the quarantine experience can be different for women and men.
- Update gender base violence referral pathways.
- Prioritize women's participation as their roles within communities.
- Include women in decision making for outbreak preparedness and response.
- Incorporate the voices of women on the front lines of the response.
- Support meaningful engagement of women and girls.
- Ensure that government and global health institutions consider the direct and indirect age, sex and gender effects of Covid-19 when conducting analysis of the impacts of the outbreak.
- Prioritize the collection of accurate and complete age and sex-disaggregated data to understand the impacts of Covid-19.
- Ensure humanitarian action plans consider and reflect COVID-19 response and advocate for the rights of refugees, migrants, and internally displaced persons and in all national responses.
- Apply the humanitarian development and peace nexus approach.

Criteria, Indicators, Metrics & Evaluation

N/A

COVID-19: A Gender Lens

Protecting Sexual and Reproductive Health and Rights, and Promoting Gender Equality

United Nations Population Fund HQ, March 2020

Summary

Compounding of existing gender inequity as a result of the COVID-19 global pandemic.

Framework

Part of a United Nations Population Fund series articles on the topic of COVID-19.

Themes, Objectives & Principles

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Approaches, Processes & Practices (Methods)

Main recommendations:

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- Apply the humanitarian development and peace nexus approach.

Criteria, Indicators, Metrics & Evaluation

N/A

Shaping the female city
ARUP
Summary
Emphasis on gender mainstreaming and the development of more inclusive environments with an emphasis on the process of assessing the implications for women and men of any planned action including legislation policies or programmes typically less observed in city-making.
Framework
Draws on a collaboration with Monash University's XYX Lab, their research and work by the City of Vienna.
Themes, Objectives & Principles
<ul style="list-style-type: none"> Starting premise is the acknowledgment that the way our cities are planned and developed isn't responding appropriately to create flexible and enabling environments that enable people to balance work and other obligations. The emphasis should be on who we are designing and planning with to create a more equitable or shared city able to accommodate everyone. Important to understand the changes in shaping our cities because of women in city leadership positions. Consider whether a city that provides for women and men equally looks any different to business-as-usual city development. Anticipated that the Habitat III New Urban Agenda could be a real game-changer for women in cities.
Approaches, Processes & Practices (Method)
Applying a gender lens inclusive planning approach: <ul style="list-style-type: none"> Site-specific. Community to community. Gender-responsive. Over an individual's life course. Inclusive master planning. Human-centred design. Co-design. Deep empathy. Gender auditing to measure gender gaps in a planning policy or proposal. Meaningful engagement. Free to be crowd mapping.
Criteria, Indicators, Metrics & Evaluation
Crowd mapping criteria.

Unsafe in the City

Plan Information / Monash University, 2018

Summary

The State of The World's Girls Report is a comprehensive research report on girls' safety across five cities. Plan International first published The State of the World's Girls Report in 2007. The 2018 report on cities is the first in a new series that each year will examine the behaviors, attitudes and beliefs that limit girls' freedom and opportunities in specific environments or sectors. The cities are Lima, Madrid, Kampala, Sydney, and Delhi. Extracts are included below to be further edited down but important to read.

Framework

Commissioned research as part of a larger body of research that looked to draw comparisons between women's experiences across the world.

Themes, Objectives & Principles

The purpose of the report, *Unsafe in the City* is to shine a light on the relentless sexual harassment and abuse that is the daily norm for so many young women and girls on city streets.

Unsafe in the City is the first in a new series of the State of the World's Girls reports from Plan International. It presents a worrying rise in intimidation and insecurity which is stopping girls from realising their true potential in our urban spaces.

The same story was evidenced in each of the five surveyed cities (Delhi, Kampala, Lima, Madrid, and Sydney). Young women were frightened for their physical safety, and angry that this harassment and bullying is not taken seriously. The report foregrounds that harassment should not be seen as part of a "normal" life for girls and young women, that it is not harmless fun, is frightening, dis-empowering and completely unacceptable.

The report identified that as urban populations grow, so too does an alarming rise in gender discrimination, sexual violence, harassment, insecurity, and exploitation and that if this isn't tackled it will become a huge barrier to achieving the Sustainable Development Goal of gender equality, SDG 5.

Safe in the City asks how can we transform the everyday lives of girls and women? What can we all do to make the cities we live in friendly, safe, and equal?

Instead of blaming the street lighting, or girls themselves by asking questions like, "Why was she alone in the dark?" and not, "Why was he?", the approach is to tackle the norms, attitudes, beliefs, systems, and structures that prevent girls from achieving equality.

Unsafe in the City encourages is to call out sexist male behaviour, time to challenge the acceptance of groping and catcalling as 'normal' or 'banter', in order to achieve gender parity in our urban environments, by:

- Changing the culture of the design and planning industries;
- Ensuring transport services take gender sensitive approaches so that they reflect the needs of young women using them;
- Increasing the gender parity of decision-making bodies; and
- Offering gender-sensitive training to key personnel so that they don't trivialise girls' concerns.

By foregrounding that cities should be places of great opportunity, where young women can live and work safely the report emphasises the need to consult with girls and young women, and to help them campaign for the changes they want to see at the grassroots level.

The impact of this harassment can be far-reaching, and it is clearly a barrier to achieving SDG 5, the Sustainable Development Goal of gender equality, the stated aims of which include:

- Ending all forms of discrimination against all women and girls everywhere;
- Eliminating all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation; and
- Ensuring women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic, and public life. Throughout our research girls and young women, whose voices are seldom heard, let alone sought out, have told us loudly and clearly that their lives "in the public sphere" and any opportunities for "effective participation" or "leadership" are limited by the fear they experience. On the city streets gender equality is a non-starter.

Commissioning research

To find out what girls and young women actually experience as they move around their cities:

- How safe do they feel?
- How, where and when might the fear of violence and harassment impinge on their daily activities?
- What, when girls are restricted and intimidated, are the longer-term implications for their futures?

Over six weeks in April and May 2018. Reflection workshops were held subsequently in every city in June and July to enhance the analysis of the research findings. Their use of this platform demonstrated that they want to be heard, that they are actively looking for change and want to be involved as leaders in bringing it about. Many had already taken risks in calling out and reporting the harassment they face. The research also focused on safe spaces in cities to find out from girls themselves how they think city life might be improved. How can girls and young women equally, alongside boys and young men, take advantage of the multitude of opportunities a city has to offer?

Approaches, Processes & Practices (Method)

The Free to Be online map-based social survey tool was first piloted by Plan International Australia in Melbourne in late 2016. The findings highlighted latent inequalities in the city which caused many to sit up and take notice.

As a result Plan International commissioned a further study, extended to five cities, with the same methodology and partners: Crowdsplot, a digital company specialising in map-based data collection, and XYX Lab based at Monash University in Melbourne.

Digital mapping, and the anonymity it provides, was chosen as the research tool to encourage a diverse range of participants with varied experiences and opinions: reaching sections of the young, female population that other systems might not.

The digital maps for the five-city project went live in April 2018 and the cities included in the research represent a wide range of populations, cultures, histories and regions. Young women and girls were encouraged to use the web-based map of their city, by dropping a purple 'good' pin on areas of the city they enjoy and an orange 'bad' pin on the precise locations where they feel unsafe or uncomfortable. They were then invited to leave a comment about why they liked or disliked that part of the city.

Some participants reported specific incidents, some overall impressions. They were also asked to describe how they had responded and what happened next, as well as to identify any discrimination they felt was the reason for defining a place as bad: for example, gender, age, ethnicity or (in Delhi) caste. All responses were anonymous.

Recruitment of participants varied enormously across the five cities. Social media campaigns promoted the project in each city, followed by news media reports including television and radio coverage. In Delhi and Kampala the response to this was poor. In order to collect data from those who might have limited access to digital and online facilities, the India and Uganda offices of Plan International recruited large numbers of young women and girls on the street, inviting them to participate using handheld devices. To a lesser extent, Lima and Madrid also had recruiters on the streets.

This analysis, which was conducted by the Monash University XYX Lab, focuses on women, girls and those who identified as trans, non-binary and other gender participants, up to the age of 30. Data from men, older women and contributions identified as maliciously offensive or false were removed from the analysis.

Anonymity is one of the advantages of crowd-mapping. It allows women and girls who have experienced, or fear, sexual harassment to disclose the location and context of their experience in their own words without the pressure or embarrassment of an official report. This openness has its disadvantages: trolls are not uncommon and anyone may enter false data. Madrid was particularly hit by trolls and over half the pins were deemed inappropriate, or designated as 'false' by the research team and excluded pins included those judged to be nonsensical, gratuitously offensive, or where there was an error in placement.

In the Free to Be project the differences in recruiting methods, mentioned above, will also have an impact on the responses received. Direct recruitment, particularly in Delhi and Kampala, represents less of a typical crowdsourcing method and, although it helped to reduce trolling activity, it could have compromised anonymity and may have affected the willingness of young women to be candid. Also, in a small number of cases, recruiters are thought to have filled in the survey on the participant's behalf, summarising comments and reducing the researchers' ability to hear the voices of the participants. However, data quality assurance checks were in place and the analysis suggests that this occurred in only a small number of instances and therefore would not affect the overall trends or patterns.

Because of these variable factors, crowd-mapping is best used alongside other methods of engagement, such as testing the rough findings of the map through focus groups and workshops. This testing was done during follow-up reflection workshops with girls and young women in all five cities.

Regardless of any limitations, the research is enormously revealing. Thousands of girls and young women across five cities told their stories and despite differences of culture, context and location, it is what they have in common that stands out.

Problem of a city's physical infrastructure and how it is designed. It's the unlit streets and overcrowded trains and buses that allow assaults to go unnoticed, the unsafe and inappropriate toilet provision and the public transport that provides no space for prams or pushchairs. I have spent many years researching the ways in which our cities could be designed to support the needs of women as well as men and, by extension, a diversity of body types. Plan International's Free to Be research is important as it reveals key tensions that exist between the city as both a place of opportunity and liberation for girls and women, as well as the ways in which it puts them at risk: risks of violence and harassment that are particularly harmful to adolescent girls as they begin to negotiate the city.

We know implicitly that the way in which a city is experienced is contingent on a person's gender, age, race, class, sexuality, physical ability and many other categories of identity. The young single mother with a baby, for example, may have wholly different needs of public transport than that of the 9-5 city worker. Historically, there has been little action to understand the diversity of need around transport systems in cities, and most urban infrastructure is standardised: planners envisage only one type of traveler and design revolves around him. In order to appreciate this fully, we must expand our understanding of girls' and women's safety beyond sexual violence, to include their ability to move freely throughout the city. It is only then that the resources and opportunities (and the associated rights and liberty) inherent in cities can be justly distributed.

Moving through the city Transport planning provides a clear example of how cities' physical infrastructure is inherently gendered. Most urban transport systems are designed to optimise flow into the city in the morning and out of the city in the evenings. We see this in how most urban metros are designed with radial rather than orbital routes. Here we see that the implicit assumption is that the system should be designed for people who are accessing the paid, daytime labour market. Therefore, those who are accessing night-time work, are engaged in the informal labour market, are at school or college, or have caring responsibilities (which may involve many local, multi-stop encumbered journeys) are at best an afterthought in the design practice of most cities. Of course, even if we were able to provide more inclusive public transport routes, women and girls' mobility remains constrained across the world due to a lack of fundamental safety provision. In London, Amy Lamé, the city's first Night Czar, is responding to this challenge with the Women's Night Safety Charter.¹⁸ The charter, drawn up as a seven-point pledge, is the first of its kind covering the entire capital, and sets out guidance for venues, operators, charities, councils and businesses to improve safety at night for women.

Potential measures include training for front of house staff, posters to discourage harassment and encourage reporting of incidents, and a commitment to ensure women leave venues safely. The Night Czar is also pushing for gender audits of public transport at night. Globally, UN Women's Safe Cities Initiative encourages innovative, locally owned and sustainable approaches to prevent and respond to sexual harassment and other forms of violence against women and girls in public spaces. To date, the initiative has supported a variety of projects: including adopting women's safety audits in Cairo to guide urban planning and engaging more than 100 youth agents of change to lead transformative activities in schools in order to promote respectful gender relationships, gender equality and safety in public spaces.

Likewise, a study carried out in Vienna found a rapid decline in the use of public parks by girls above the age of nine, while the number of boys remained constant. Parks were redesigned to create sports specific spaces and divided into smaller areas where groups would not compete for space. After this simple change, girls came back to the areas and gender-balance was restored.

A wealth of opportunity Girls Around Me which collected social media data including location and photos, without the explicit consent of the women and girls involved, allowing men to track and proposition them.

- Smart-city enabled stalking and harassment, developed by a tech sector that is predominantly male.
- The #metoo movement when translated this movement to the urban environment and initiatives like the Free to Be mapping tool, we give girls and young women a new and powerful voice so they can begin to use this data to create real change in the ways in which we design the built environment.

Start by changing the culture of the design and planning industries: increasing the gender-parity of decision making bodies and offering gender-sensitive training to key personnel. We must also collect more evidence: including carrying out safety audits, listening to the experiences of women and girls in cities and collecting disaggregated data in order to conduct a thorough gender and age analysis of urban infrastructure investment.

Provide the right tools, both by developing standards that can help engineers understand the infrastructure requirements that would support more inclusive cities and by including female voices in the design process.

Criteria, Indicators, Metrics & Evaluation

Free to Be, like all online map-based social surveys, is an excellent collector of wide-ranging stories and impressions of a city from those whose voices are not often recorded. The sheer volume of responses gives weight and credibility to the experiences described and enables the research to draw valid conclusions from what so many girls and young women, in all five cities, have reported.

However, it is not a probability sample. This means that any percentages generated are indicative, not representative of the thoughts and experiences of all young women and girls in a city: it would not be correct to say that “x% of young women in a city experienced y.” All statements citing statistical data from this and the individual city reports need to be understood in this light.

Part Two Free to be research findings, each one of the cities taking part in the project is unique, with its own language, culture and geography. And yet, in each of these cities, and all over the world, girls and women face barriers to using the public spaces which boys and men take for granted. Unwanted attention and harassment, fear of assault and abuse when traveling alone, after dark and even in broad daylight change how girls and young women experience city life and in many cases are severely restrictive. It was younger women between the ages of 16-20, a time in their lives when they might expect to enjoy a new independence, who posted a higher proportion of bad pins. What is endemic misogyny and what a young woman in Sydney described as “toxic masculinity” In all the cities except Kampala, sexual harassment – verbal and physical – was by far the major factor in creating bad spaces.

In Kampala participants felt unsafe because of theft, both feared and experienced, often accompanied by assault. Half of those involved thought that a lack of police and overall security, rather than abuse targeted specifically at girls and young women, was the main reason they felt a space was unsafe. Although, as young women, they felt particularly vulnerable.

In Delhi, Lima, Madrid and Sydney however the majority of participants do feel they are targeted just because they are young and female: in Delhi 78% of bad pins identified gender discrimination as the main factor at play. Everywhere the perpetrators of harassment were predominantly male. There were also a number of comments referring to men or boys operating in groups or gangs, in several cases under the influence of drink or drugs. In Sydney alcohol or drug use was a factor in nearly a quarter of all "bad pins", in Madrid it was 22% and it was 16% in Lima.

Some of the violence reported is rape and physical sexual abuse which in most countries is illegal, though enforcement or intervention is a different issue. However, the majority of reports are of non-physical abuse, which in many cases is not covered by legislation. It is unrelenting: girls are chased, stalked, leered at, insulted verbally and subjected to indecent exposure.

Where Do Girls Feel Most Unsafe? as they go to school, college, work or to meet friends. It is interesting that on the street rates the highest for good spots too: few places had only good or only bad pins. In a park, for example, was frequently tagged for good spots, and it was also the site for bad pins. Public transport was the next highest tagged location for bad spots, though in Kampala and Sydney going to and from work was particularly noted. A picture emerges of girls and young women feeling uncomfortable or unsafe, at some time or other, all over the cities they live in.

Transport hubs, train and bus stations and bus stops were prime locations for groping and harassment – central meeting points, crowded places through which men could pass quickly without being identified.

Harassment takes place at all times of day, though in many places there is an evening or late night peak. In several cities, some of their most famous tourist destinations, like Old Delhi's main bazaar, were harassment hot spots. In Madrid there were clusters of bad spots around critical central points in the city where you would expect girls would be able to go to without feeling afraid. This was also the case in Lima, Delhi and Kampala where places that are largely unavoidable were also pinned as areas of high risk.

In Sydney young women in the reflection workshops picked out the number of bad pins in the university areas and agreed how prevalent harassment was there: "I'm really glad that [the university] got so many bad spots. We needed that, because I feel like no one calls it out." In several cities although the heart of a shopping centre or mall might be somewhere girls felt safe, the surrounding areas to and from the malls were often both pinned as bad and commented on as threatening.

The research also shows that not only is violence against girls and women widespread, but it also limits participation and infringes the right to education "My mother and father, observing the bad environment, tried to put an end to my education."

- . On the street
- . On public transport
- . To/from work
- . In a park
- . To/from Socially
- . To/from school
- . At the shops
- . At public event

Coping Strategies: Avoid When Alone For the young women and girls who participated in Free to Be the most common reaction to bad places in all the cities was to avoid the area when they were on their own. Some never went back. In every city, there were several participants who had stopped studying, working or moved because of a particular incident or the level of threat they felt.

The examples of missed education, confinement to the home or neighbourhood – which will affect their future employment prospects and limit their ability to lead independent lives and become active and engaged citizens – are mentioned by several young women. Often, they are afraid to go out alone and if they are not, their parents are afraid for them. In Lima, 33 participants stopped attending school, work, or college because of their experience of abuse and harassment.

Threatening male behaviour – girls and young women being terrified – has significantly disrupted 208 lives. Restrictive survival strategies which limit their ability, and their right, to study, work or just walk on the streets, are forced on young women rather than behaviour change on their intimidators.

In all the cities to varying degrees, the participants noted that harassment of some kind was so frequent that they were “just used to it”.

Who they had told of the incident and, if officially reported, whether any action had resulted. Apart from Kampala, reporting of events to the authorities was typically not nearly as frequent as telling a family member or friend. In each city more than 30% of participants spoke to someone they knew and trusted. Official reporting was not high (around 10% of incidents in Lima, Madrid and Sydney) and in the majority of cases, the authorities did nothing.

Girls and young women held back from reporting incidents not just because they did not expect the authorities to do anything, or because harassment is just “normal,” but also because they feared the consequences.

As we have seen, in all five cities, the ratio of good to bad pins and comments was weighted heavily towards the bad but some spaces were rated safer than others. And, as you might expect, there was a variety of responses to the question of “why?”.

In Delhi and Madrid, girls and young women prioritised a community environment, a place where you would find families, and someone might come to your aid: Understandably, girls also felt safer somewhere that was more familiar, where they were known, as one 15-year old in Delhi commented: “Everybody knows me in O block.” In Kampala and Lima, despite plenty of negative comments about police attitudes and inactivity, girls felt safer when there was visible security and police presence.

The physical state of an area also had an effect in determining whether a place was good, with adequate lighting, cleanliness and the presence of good infrastructure all appearing in the comments in varying degrees across the cities. Lighting mattered most in Kampala, where they recognise that making cities “inclusive, safe, resilient and sustainable”²⁷ would be challenging. However one theme emerged strongly: “we need to increase awareness,” about what is happening on our streets, one young woman in Delhi commented. “Ignorance undermines girls,” wrote another in Kampala, “sensitise men about the rights and dignity that everyone deserves.” Getting to the root cause of male behaviour, in order to change it, was high on their agenda.

Proper acknowledgment of what is happening to girls and young women on our streets, in our parks, in shopping centres, in taxis and on buses and trains, is, they think, a good place to start. Everywhere girls report fear, sexual harassment and restricted mobility limiting their opportunities and not knowing what to do or who to turn to.

Underlying issues are constant and constantly ignored. In all the cities studied, for example, the police and the authorities have a poor track record: girls and young women accept the unacceptable because they do not expect a response when they report incidents to the authorities or shout for help on the streets.

A common experience - Despite the differences of context, culture and geography the experience of harassment and the consequent feelings of both fear and anger are universal across the five cities.

- To be groped, cat-called and abused is “just normal”. They are harassed at all times of the day and night. The underlying cause is male behaviour, not lack of security or lighting. For the most part, bystanders do just stand by and do little or nothing to help.
- Cities are not safe places for girls and young women: on the streets and in most of the public spaces they frequently feel uncomfortable, unsafe and intimidated, just because they are young and female.
- Girls and young women are forced to modify their own behaviour to keep themselves safe: this places limitations on their freedom, opportunity and equality.
- Girls feel that there is little point in reporting harassment to the authorities because they perceive that the authorities have neither the will nor the power to do anything about it.

Part Three Conclusion and Recommendations - The evidence and testimony of girls and young women in Delhi, Lima, Kampala, Madrid and Sydney makes for grim reading. They have a lot in common. In all five cities they experience sexual harassment and physical violence which ranges from cat-calling to assault on a daily basis. Too many of them, nearly half of the research respondents in some cities, accept the treatment that they receive: "you just have to put up with it", it is what happens, it's "normal". And therein lies the problem. Male behaviour towards girls and women – the groping, leching, name-calling, chasing, bottom-pinching, grabbing, public masturbation and horrendous overall harassment is condoned by society. It is part of life and girls feel powerless to stop it.

The findings demonstrate that girls and young women are forced into changing their behaviour in order to avoid harassment, when clearly it is the behaviour and attitudes of many men and boys, and society's collusion, that need to change. And we need to talk about this: to recognise that large sections of the female population are frequently afraid, are denied the space and opportunity to work, study or play in our cities, or to influence and lead change in their own communities.

How can we transform the everyday lives of girls and women? What can we all do as individuals, families, communities and municipalities to make the great urban areas in which so many of us live, friendly, safe and equal? It is unthinkable that, as one young woman in Delhi wrote, she was being attacked and "nobody stopped to help".

Key Recommendations

- Behaviour Change - start the conversation
- Public Discussion
- Public Campaigning
- Allies and Champions
- Girls' participation in decision-making
- Gathering information
- Safe Spaces Design and Planning enforcement
- Legislation and policy change
- Training and targeting of front line staff

1. Behaviour Change

It is everyone's responsibility to condemn harassment and violence against girls and women. More specifically men and boys need to recognise that sexist behaviour is intolerable and change it by learning to respect girls and women as their equals: standing out against the culture of verbal and physical abuse, not standing by. And understanding also that harassment should not be part of a "normal" life for girls and young women. It is not harmless fun, it is frightening, dis-empowering and completely unacceptable.

Start the conversation: whether it be one to one, within the family between parents and children, at school or at work, everyone should be talking to each other about girls' and women's experiences and the unacceptable behaviour of men and boys. The discussion needs to be shifted away from making girls take the responsibility for their own safety – by coming home early, traveling in groups, covering themselves up and avoiding many busy places – to the responsibility of everyone, especially boys and men, to understand that harassment is a form of violence, and that it is their behaviour that creates the fear that accompanies girls in so many public spaces. In particular, boys and young men need to be empowered to be champions of change, not to be afraid to intervene and challenge the group culture that normalises catcalling, groping and stalking girls and young women. Public discussion: this may range from formal discussions, led by girls and young women, in community centres, schools and colleges to city-wide public hearings taking place in the centres that have been identified by girls and young women as hostile spaces. This in turn should generate media coverage and more public discussion. It is important to create space for girls and young women to lead the conversation about discrimination in cities without fear of recrimination – encouraging media and civic campaigns to include the voices of girls and young women and creating platforms and processes for their ongoing participation in managing the urban environment. The stories that girls tell about their experiences in public spaces need to be publicly heard and addressed in the corridors of power. Public campaigning: abuse of young women and girls should be treated with the same seriousness and the same commitment, as the campaigns to ban drunk driving or to stop smoking.

Municipal governments, private sector, donor and civil society organisations can all play a part in funding and publicising effective public campaigns against harassment and abuse, ensuring the issues are prominent across print, radio, television and online. Journalists, advertising executives, chat show hosts and editors – all those who publicly present ideas and images about a girl's or woman's place in the world – need to recognise discrimination and change the public conversation about girls and women to challenge the sexism that normalises harassment. Grassroots campaigning, involving girls and young women at community level, also needs to be supported.

Allies and champions: changing behaviour and accepted social attitudes means everyday acts of courage and kindness from us all but especially from leaders: those whose words and behaviour in society count for something in the public sphere. Active bystander campaigns need to encourage a “call it out” culture, helping everyone to challenge and call out toxic behaviour. Recruiting and celebrating champions, who have listened to and take seriously the experiences of girls and young women, is also important. They may be politicians, celebrities from media, sport and culture, business women and men, head teachers or football managers. The work cannot be left to girls and young women alone: girls do not need “protectors” but they want people to stand by them. They are entitled to respect and have the right to safety and freedom. They must also be supported to take their proper place as decision makers around the issues that affect their lives.

2. Girls' Participation in decision-making

Those in authority and positions of power, at all levels, must listen to and work with girls and young women, respect their experiences and recommendations, and involve them in co-designing their cities, including infrastructure, the provision of services and the policies that govern them. Gathering information: to tackle the problem, the extent of it must be determined. City authorities need to prioritise data collection – disaggregated by gender, age, and exclusion criteria like disability – in order to properly quantify the levels of abuse. And they need to work with girls, community leaders, transport staff and police to use this information to design policies and oversee procedures that will address the abuse that girls and young women are subjected to. Schools and work places must have protection policies that respond to harassment and demonstrate that abuse is taken seriously. They should also have processes that record abuse not just at school or at work but harassment that is experienced in the surrounding streets on the way to and from school, work and college. Only then will the scale of the everyday violence that limits girls' access to the ordinary opportunities of city life be properly understood. This data needs to be used effectively and made public.

Safe spaces: the business community, municipal and transport authorities must provide support for girls in difficulty by setting up and labeling girl friendly spaces. In the course of the research girls and young women often commented on harassment in transport and entertainment hubs so safe places in the heart of the city are a priority for them. These could include spaces in existing shops, bars, restaurants and public buildings, with specially trained staff, where girls can go, both to report harassment and to escape from it. These spaces not only provide shelter but also signal that the issue of sexual harassment is taken as seriously as girls and young women would like it to be. They must be highly visible and well publicised. “The atmosphere here is really bad, men verbally harass girls with awful comments so I'm really scared here.”

Design and planning: cities should work for all. City mayors, managers and planners need to be aware of the needs of everyone who lives, works and moves through the city. This means actively engaging and working with girls and young women in the design, implementation and monitoring of both infrastructure and services. It also means involving more professional women at the decision-making levels of urban planning and providing gender sensitive training to key personnel, both male and female. Girls feel safer in better lit streets and they need reliable public transport, especially at night

3. Enforcement

Governments, both municipal and national, must adopt and implement laws and policies that criminalise all forms of gender-based violence, including sexual harassment, and send a clear signal that the abuse of girls and women will not be tolerated. This includes the authorities taking action to remove barriers to reporting. Legislation and policy change: governments should put in place effective legislation to ensure girls' safety and inclusion, including criminalising all forms of gender-based violence against women and girls, tackling the areas where alcohol and drug taking facilitates abuse by providing more properly trained security personnel and reviewing licensing laws. Many aspects of sexual and street harassment are not covered by current legislation so public law and policy making needs to be extended to fill these gaps. A government review of the judicial system – police, judges, lawyers – to try and achieve an equal gender balance would go some way to improving girls and young women's trust in the system and make them more inclined to report abuse.

Training and targeting of front line staff: police, transport staff, security companies, and local government officials of all kinds need to take this issue seriously. They need to listen to girls and young women on a regular basis, walk the city in their shoes and make a public commitment to building safer cities: including designing effective reporting mechanisms that both respond to girls' needs and initiate action against the perpetrators of abuse. They need specific training in how to listen to complaints of harassment and in what action can be taken. They also need to understand how to enforce and use existing legislation to protect the rights of girls and young women changing behaviours, and the attitudes that drive them, is never easy

Listening to girls and young women, giving them the chance to lead and implement change is the prerequisite for transforming their lives and ending the discrimination and harassment that characterises the society we live in. We all, particularly those in positions of authority, need to understand girls' experience and listen to their ideas. Many of the steps outlined above come from listening carefully and taking seriously what we are being told. Some ideas may be hard to realise; they may not be applicable to every situation, but they must not be dismissed out of hand. Every change matters, however small, as do the girls and young women who are entitled to feel free, safe and equal when they go about their lives, wherever they are.

Making cities safer:

- Promising Practice
- Changing the Hearts of Men:
- Clever Ways to Challenge Sexism

As we have seen educating men, raising awareness about the realities of girls' and young women's daily lives and campaigning against sexism is a priority for many of the young women we spoke to.

Keys to campaigning success include: digital innovation, working not just to improve street safety but to tackle the underlying causes of gender-based harassment and, most crucially, to involve girls and young women, using their experiences and ideas to bring about lasting change.

Following is a non-exhaustive list of campaigns, policies and programmes that, though often in their early stages, have had some success and may give others useful ideas of what can be done.

Laws and policies

Laws against street harassment exist in Belgium, Portugal, Peru, New Zealand, Buenos Aires, Argentina, Quito, Ecuador, and the UK. Most recently, France has become one of the countries leading the response to street harassment, with a new law passed in August 2018 that tackles gender-based street harassment:

- 10,000 additional police
- Have been recruited to enforce the law, and trained in
- French government is expecting is through the symbolic value of the law and its
- Ability to act as a deterrent.

Improving reporting

Two initiatives working to increase rates of reporting are the 'OFF-LIMITS' 24-hour sexual harassment reporting hotline in Los Angeles (LA), United States and the 'Report it to Stop it' sexual harassment reporting campaign in London, United Kingdom.

LA Metro in January 2017. The hotline has a phone line as well as an app called 'Transit Watch', both of which can be used to report sexual harassment.

To encourage women to report sexual harassment and to ensure public transport is safer for women and girls. 'Report it to Stop it' was created in 2015 to demonstrate to the public a 'policing partnership' in which incidents of unwanted sexual behaviour would not be tolerated and would be a phone line and option to text the police.

Tackling Toxic Masculinity

A number of public education campaigns that are designed to address the root causes of gender-based street harassment, call out toxic masculinity and tackle entrenched behaviour, have had some success. In Mexico, the 'No Es De Hombres' Campaign (2017) is a partnership with UN Women and the Mexican Government. It employs social experiments in which men are exposed to situations commonly experienced by women on public transport.

In the UK, the 'Know the Line' campaign (2017) against sexual harassment launched a campaign is working to classify misogyny as a hate crime. It encourages a focus on misogyny, on behaviour change and on the root causes of gender-based street harassment. Mass mobilisation organised by nonprofit organisations such as Stop Street Harassment. It organises 'Meet us on the Street',

International Anti-Street Harassment Week that raises awareness across 40 countries that street harassment happens and that it's not okay.

Time to Intervene The "Theung Wela Pheuk" [Time to Intervene] campaign in Bangkok (2017) is predicated on the belief that bystanders can prevent or deter gender-based street harassment if they make a timely intervention, particularly on public transport.³⁷ Similarly, the Tahadi Association in Casablanca launched a campaign in 2017 on both social media and in public spaces to prevent abuse,

In 2016, the United Kingdom introduced an initiative for all Lincolnshire bars and venues called "Ask For Angela."

When a large number of licensed venues are congregated in a particular area, emerging evidence suggests it is highly effective if they all sign up to the campaign, since there is then nowhere potential perpetrators feel able to commit an offence Newtown in Sydney, Australia.

On the Move In Canada a number of public transport authorities have introduced apps for travelers to report sexual harassment as well as racist and homophobic behaviour. The apps are complemented by behaviour change campaigns to demonstrate zero tolerance for such behaviour. For instance, 'Project Global Guardian' by Metro Vancouver transit police assists passengers in reporting incidents of sexual harassment on Sky Trains, buses and stations. The app allows passengers to text police and public transport officers directly, as well as having access to reports on crime hot spots and summaries of crimes around particular stations.

In Melbourne, Australia young women activists from Plan Australia's Free to Be project worked with transport group Metro to suggest key measures to improve safety for girls. The key recommendations included training for Metro's authorised officers to strengthen the understanding of gender-based violence and harassment, establishment of a safety app to report incidences in real time and a state-wide public awareness campaign to challenge harassment and encourage reporting. The app is currently in the design phase with the young women involved in its development, and a Girls' Walk, designed to enhance front line staff's understanding of girls' safety issues, will take place this year.

In addition to making public transport safer, several European cities – Geneva (Switzerland), Paris (France), Stockholm (Sweden), London (UK) and Melbourne (Australia) – are demonstrating the importance of tackling the root causes of gender-based harassment in public transport and spaces by banning sexist advertising, recognising that demeaning and degrading images of women, or adverts that reinforce negative gender stereotypes, have serious and harmful effects and can lead to violence against women.

The Safer Cities Programme for Girls The Safer Cities for Girls programme is a joint programme developed in partnership between Plan International, UN-HABITAT, and Women in Cities International. The programme goal is to build safe, accountable, and inclusive cities with and for adolescent girls (aged 13-18). The expected outcomes of the programme include (i) increased safety and access to public spaces; (ii) increased active and meaningful participation in urban development and governance; and (iii) increased autonomous mobility in the city. Safer Cities for Girls is a long-term gender transformative programme, working to tackle unequal power relations and challenge harmful social norms that perpetuate insecurity and exclusion of girls in cities. The programme works across three levels: (1) with governments and institutions to influence municipal and national actors and policy makers to make laws and city services more receptive and inclusive to girls' safety; (2) with families and communities to promote a supportive social environment that promotes girls' safety and inclusion in cities; and (3) with girls and boys themselves to engage them as active citizens and agents of change by building capacities, strengthening assets, and creating opportunities for meaningful participation.

Free to be Sydney

Plan Information / Monash University, 2018

Summary

The research was commissioned by Plan International Headquarters based on an original study in Melbourne led by Plan International Australia.

- Monash University XYX Lab
- Safer Cities program
- Free to be crowd mapping website
- Designed in collaboration with Crowd spot
- Young women in the city
- Sydney, Delhi, Kampala, Lima, Madrid, and Melbourne

Framework

Commissioned research as part of a larger body of research that looked to draw comparisons between women's experiences across the world.

Themes, Objectives & Principles

Cities around the world that are unfit for girls tend to be designed by older people men who do not understand or take interest or experience the realities of girls moving around the city.

Physical environments continue to how safe or unsafe girls and young women feel and that their fear and experience of harassment or other negative experience can contribute to girl's confidence, ability to carry out daily activities and ability to participate.

Putting the voices of young women and girls at the center of its strategy

To better you understand their experience and enable them to participate in decision making and policy development.

Approaches, Processes & Practices (Method)

Free to Be tool

- Interactive map of the city and a survey.
- Crowd-mapping website that enables young women to identify and share the location of public spaces.
- Drop pins on the map.
- Answer questions about their experiences.
- Young women helped design and promote the tool.
- Anonymity is the great advantage of crowd-mapping for the target participants.
- Anonymity helps overcome reluctance.
- Multiple stories help indicate the type and prevalence of harassment can be collected and studied.

Workshops were held with young women from Plan International as activist program aim the fixed participating cities to feedback on the refining of the tools, interface and ability to engages with young women.

Promoted through social and traditional media channels. 300 news and opinion pieces across a combination of television, radio print and online media featuring the free to be tool as part of a broader new story about street harassment in Sydney. Social media promotion included Facebook and Twitter posts by Plan International Austral as well as Instagram and other social media posts by ambassadors and youth activists.

Reflection workshop was held with young women. Reflections form the young women have been include in the report where relevant but clearly labeled as distinct for the research findings.

Criteria

- . Uneasy
- . Scared
- . Happy
- . Safe
- . Young women had an opportunity to reflect on the finding to support analysis
- . A good place was characterized by being busy often with working people closely followed by having a good community environment or being well known to the participant
- . The threat of sexual harassment with and without physical contact was the main issues identified in connection with the bad pins
- . Discrimination based on ethnicity was identified in 10% of all the pins the highest of all the cities
- . On the street was the most likely location for bad pins, often alongside to. From work or school and public transport
- . Negative clusters formed about train stations and bus interchanges
- . Harassment directed at young women and girls and especially those of the LGBTIQ& community apparently exacerbated by the lockout laws in Sydney and the lack of public transport available at the corresponding hours
- . Complexity of access to and safety in the city
- . Women and girls change their behavior in response to these challenges
- . Avoid the area never go back
- . Stop studying or work
- . Resigned to it happening
- . Walk fast with phones areas
- . Low reporting
- . Lack of response from authorities

Young women made the following recommendations:

01 Behavior change

- . Change the blame culture: listen to and act upon the stories of women and girls, challenge toxic masculinity, allies and bystanders: empower them to call out harassment and intent safely

02 Girl's participation in decision-making

- . Listen to and work with girls and young women, respect their experience and recommendation and involve them in co-designing their cities

03 Enforcement and accountability

- . Strengthen reporting mechanisms
- . Improve responsiveness of security services and the police
- . Clarification of laws and enforcement regarding street harassment

Note: Sampling estimates were made for each city based on the population size and levels of mobile phone usage.

Crowd mapping is a means for gathering impressions and stories for, wide range of people but it is not a probability sample. Percentages included are indicative not representative. When many stories are gathered common themes can be discerned. Early analysis identified trends in the data and further data did not change those trends suggesting more data would not significantly shift the overall patterns.

Comments were coded by their stream to allow emerging trends and patterns to be assessed quantitatively as well as qualitatively (e.g. sexual harassment). Some comments were labeled with more than one code. For example, a comment might include notes e, g. details of the incident and the place where it occurred)

Some were secondhand reports – which were considered relevant information, analyzed and included.

Where posts were identified as offensive or false, they were made invisible on the site and removed from the dataset prior to analysis.

Time of day:

- Good spots in Sydney were generally good no matter what time of day. The bad spots were spread more evenly with a spike late at night. Night-time was the most common time for bad spots, although just under 20% of posts were bad at any time

Age of participants:

- Three quarters of the young women who participated in the Free to be only social survey tool were in their twenties

Occupation of participants:

- Overall, nearly half of the Free to Be participants were students and the majority were working

Location of incidents:

- On the street (most common for bad 60% and good pins 44%)
- In a park 33% of good 19% of bad
- Going to or from work 50%
- Public transport over half 53% bad
- Out socially
- At the shops
- Going to or from the school
- At a public event

Most common reason for feeling safe was that the place seemed to be busy often linked to the presence of working people 35% or here there was a good community environment 32%

Sexual harassment dominated the comments on bad pins 72% and gender-based discrimination 63%

Non-physical sexual harassment was most commonly reported in 60% of the comments, this form of harassment contributes in a major way to perceptions of safety because they can carry the potential for escalation.

Sexual harassment involving physical contact (sexual assault) was reported in 14% of the comments was often extreme and shocking in nature. Such incidents considerably contributed to a place being deemed frightening (rather than just inducing unease and wariness).

A high incidence of sexual harassment reported in public transport and around transport hubs. Commuting to and from education or employment whilst experiencing predatory and unpleasant behavior greatly increases stress for young women and girls.

The presence of 'unpredictable' people was included in 17% of the comments and on bad pins including loiters, the homeless and people under the influence of drugs or alcohol. Noted in 13% of comments on bad pins.

Theft or risk of theft as noted in just 2% of the comments on bad pins. However 5% of comments considered that there was a lack of security and/or police enforcement which strongly affected the feeling of safety in parts of the city.

The physical state of the location had an effect on the perceptions of safety 11% of comments on bad pins noted public transport venues such as train stations and bus stops or on trains, light rail and buses was for negative sites. 10% of comments noted a lack of lighting was a problem for some locations and included a plea for more light.

- 63% of those responding to this question of whether discrimination was a factor in allocating a bad pin 63% thought it was a factor.
- 10 ethnicity was a factor.
- 5% discrimination against the LGBTIQ+ community.

Offenders across all cities were predominantly men 4% noted threat of groups of men or gangs.

Indifference of bystanders noted in a number of the comments in the good spots trusted that women would come to an end the opposite is true of the bad sets where those nearby either brush off the incident or do not offer assistance.

- Avoid coming here alone.
- Happens so often that I am just used to it.
- Never went back there.
- Stopped going back to told my friend or my family.
- Reported school university work.

Three times more likely to tell a family member or a friend about an incident than report it to the authorities in more than two-thirds of the cases reported to authorities the authorities did nothing.

Summary

A public place guideline part of a series of guidelines developed by the Gehl Institute that focus on the correlation between place, health, equity and inclusion. Not specifically focused on gender there are only three references to women grouped with children, elderly people or in a broader demographic band of “Population by age, sex, gender or gender identity, race and ethnicity, individual income, education, nativity status”.

Framework

A series of guiding principles and a framework that focuses on indicators, data inputs and metrics as well as the impact and the scale. Other frameworks include intervention, baseline, inputs, outputs. References social mixing based on observation and demographic data.

Themes, Objectives & Principles

- How healthy we have a lot to do with where we work, learn, spend time with our families and mix with each other in our shared public spaces.
- Promote health, trust, and inclusions where we all feel welcome and when all can enjoy.
- Good public spaces allow for health public life – focus social interactions both planned and spontaneous on sidewalks or at bust-stops in parks, at street fairs urban plazas outdoor concerts and art installations.
- Has engaged people from many backgrounds in sectors from researchers to advocate to community developers to urban planners or leaders in social and environmental justice because we know that improving opportunities for health and wellbeing for everyone requires working with those who think and act outside health. Our public places can help unite us.
- Inclusion is an outcome: all people who use a public space feel welcome, respects, safe and accommodation regardless of who they are, where they come from, their abilities how old they are or how they see the space.
- Inclusion is a tool can help practitioners and communities reduce and ultimately eliminate health inequities stemming from long-terms systemic discrimination and other barriers, inclusion has the power to create real change – in practice, in process, and in people’s lives.

Approaches, Processes & Practices (Method)

A set of actors who are closest to this work include built environment practitioners, public health professionals and policymakers, community leaders, engaged community members and residents.

The framework focus on the establishment of principles:

Principle 1: Context

Drivers:

- Characteristics of People Present: Demographic characteristics of the impacted or local population.
- Community Health Context: Snapshot of existing health at the community scale, including physical and mental health and well-being, socioeconomic health, environmental health, and housing conditions.
- Predictors of Exclusion: Essential measures of inequality and indicators of discriminatory practices or experience.
- Community Assets: Every place possesses assets on which to build, such as public space and transportation access and the presence of local and cultural institutions.

Principle 2: Process

Support inclusion in the processes that shape public space by promoting civic trust, participation, and social capital.

Drivers:

A. Civic Trust: Trust in public institutions and our neighbours can be measured by a suite of indicators, including rate and type of civic engagement (i.e., participation), degree of knowledge of public processes, and level of reported trust among community members.

B. Participation: Broad-based participation in publicly accessible events or programs, attendance at public meetings, and the degree of investment in participatory public processes and in stewarding public assets are all essential factors.

C. Social Capital: Strong social capital is an indicator of identity, ownership, and strong social networks, and can be enhanced through cultural diversity within a place as well as through cross-collaboration and acting with shared purpose.

Principle 2 focuses on developing an understanding of the depth of social relationships and the breadth of civic and public participation as factors contributing to shared ownership of public spaces and the effectiveness of advocacy for the public realm.

C. Access: Distinct from accessibility, access is a measure of how easily one might have the opportunity to use a public space.

D. Use and Users: Diversity of uses and of users—and evidence of social mixing among them—in public space are indicators of the social benefits of public space on health and well-being. Similarly, this driver accounts for users' level of physical activity in a specific space or more broadly.

E. Safety and Security: Safety can be measured objectively/observationally and through user perception.

The design, quality, and characteristics of a public space affect physical activity and use and determine a sense of inclusion for different groups of people in a place.

Principle 3: Design & Program

Design and program public space for health equity by improving quality, enhancing access and safety, and inviting diversity.

Drivers:

A. Quality of Public Space: Quality is a driver of use and a factor contributing to how much time people spend in a place, including for social and physical activities, as well as their level of comfort in and enjoyment and ownership of a space. We measure quality through a mix of observational and survey-based indicators to capture user experience — essential in planning with inclusion in mind.

B. Accessibility: The Framework uses accessibility to refer to both specific DDA and/or universal design elements for users with disabilities as well as to the physical accessibility of a public space for all users.

Principle 4: Sustain

Foster social resilience and the capacity of local communities to engage with changes in place over time by promoting representation, agency, and stability.

Drivers:

A. Ongoing Representation: The degree to which local stakeholders are represented in broad-based public processes and civic action indicates how well a community will retain control over what happens in the long term; similarly, the degree to which diverse local stakeholders are represented as users of a public space over time indicates how well the space accommodates changing uses and groups.

- B. Community Stability: Communities are dynamic, and measuring changes related to shifts in housing afford-ability and neighbourhood economic conditions can inform an understanding of where local benefits of public space improvements are accruing.
- C. Collective Efficacy: The efficacy of a community is measured by the value of its members' input as stakeholders in ongoing processes shaping public space and in the strength of social networks.
- D. Ongoing Investment in Space: Presence of funding channels for public space maintenance or improvements, in addition to local capacity for care as stewards or volunteers, can demonstrate financial or sweat equity ownership of a public space.
- E. Preparedness for Change: Adaptability is an essential capacity of both physical public spaces and of communities. Spaces that adapt to changing need, and communities that can assess their own needs as they change, are well-matched to see long-term benefits of inclusionary processes. The indicators and metrics in Principle 4 measure how inclusion and health can be maintained in public spaces, and the communities they serve, over time.

Criteria, Indicators, Metrics & Evaluation

To promote inclusion in public spaces, we must design, program, maintain, and evaluate public spaces with the knowledge that our differences affect our experiences, perceptions, and needs. The intention is to layer the framework's guiding principles, drivers, indicators, and metrics into public health, planning, policy, design, engagement, and other areas of practice to promote better health outcomes.

The main criteria and metrics are by space/governance/strategy type and scale:

Public Space – Scale

Street and sidewalk/plaza redesign, community garden project, new waterfront access area or esplanade, lighting on a sidewalk, events held on a square/ in a street, improvement to a public transit entrance and community park design-build project.

Neighbourhood, Scale

Renewal program for an urban district, new bike lane connections on a street network, construction of a regional destination waterfront park, day worker meeting site, main street revitalization or redesign, installation of street lighting fixtures, new friends-of-park group formation, food distribution area.

City, Scale

Public space network plans, resiliency strategy for urban waterfront parks, mobility plan, Bus rapid transit or light rail corridors, bike share network stations or bike racks, zoning for access to healthy, food stores, Active design guidelines, Mental health awareness campaigns and environmental justice campaigns.

Regional/National, Scale

Congestion-pricing policy, walk-to-work policy initiative, large-scale rails-to-trails project, regional economic development strategy, public land conservation plan, environmental clean-up project, national 10-minute walk-to-a-park goal, regional health framework plan.

Healthy inclusive public places can support health equity in many ways, including:

- Being both accessible and welcoming to all
- Reflecting shared social values such as dignity and respect
- Demonstrating the value of processes that promote trust and participation, particularly among marginalized groups
- Promoting vibrant and diverse social interaction
- Offering everyone opportunities to enjoy and use public space in diverse ways, such as for physical activity or relaxation
- Helping communities overcome barriers to better physical and mental health
- Supporting and sustaining the natural assets and strengths of a place and its people

Gender Sensitive Design

Victorian Government

Summary

That a gender sensitive design approach is an essential aspect of community safety projects because it acknowledges that people experience public spaces differently based on their gender, sex, and sexuality. As well as considering the overlapping identities of age/race / culture/gender/location /religion as intersectionality increases vulnerability and discrimination.

Framework

Gender Sensitive Design Fact sheet draws on the research of XYX Lab and Plan International Research, the UN and the World Bank and the Community Council.

Themes, Objectives & Principles

- That the look and feel of public space facilities social behaviour that improves both marginalised people's experiences and perceptions of safety in public spaces and can increase people's willingness to fully participate in community life.
- Establishes that women are more concerned than men about robbery and harassment and that women from diverse cultural backgrounds indicate heightened worry about safety in public which increases the likelihood of their withdrawal from public life impacting access to public amenities, schools, jobs, recreation, and health care.
- In terms of safety and the perception safety evidence suggests that CCTV-makes people more apprehensive and that very bright and over lit spaces do not correlate with young women's perceptions of safety.
- Identified that women are under-represented in decision-making process and in many of the professions responsible for designing and shaping cities.
- That transport links change between day night-time which change the experience of the spaces.

Approaches, Processes & Practices (Method)

- Place-based approaches.
- Define the needs of the people using the space first and then look to technical solutions.
- Importance of consulting widely and ensuring diverse voices are involved in the planning, design, policy, and solution. Make specific effort to seek out the voices of diverse & marginalised women.
- Co-design - planners/urban designers/landscape architects and other specialists.
- Embed a gender sensitive approach as part of a broader placemaking approach.
- Targeted crowd-sourcing platforms.
- Night-time walking consultations with local women's groups.
- Bus tours of the area to garner a gendered perspective of who is using facilities.
- Have repeated conversations.

Questions might include:

- Who is using the space?
- What are their aims are in using it at all hours of the day?
- How well used is the space/place?
- How will flow of foot traffic or patterns of use be impacted by any proposed design?

Criteria, Indicators, Metrics & Evaluation

Design considerations

- . Location
 - . Colours/textures
 - . Opportunities for encouraging social interaction - responsive to the needs of women
 - . Face-to face and outdoor dining
 - . Space for strollers & prams
 - . Safe spaces for breastfeeding
 - . Art & technology
 - . Play opportunities
 - . Calm zones for socialisation
 - . Girls only for retreat spaces
 - . Make traditionally male dominated spaces such as skate parks more accessible
 - . Program (girls training sessions or camps)
-

Mainstreaming in Urban Planning and Urban Development

City of Vienna, 2013

Summary

World leading research that makes gender mainstreaming a priority focusing on structural change, site, and group specific approaches, a greater awareness of everyday and overlooked needs, ensuring flexibility and adaptability, quality assurance, new potentials for space appropriation targeted resource use, equitable distribution for both space and time, usability and functionality that is measured by its usefulness to people, the importance of gender budgeting and exchange and communication. The document was developed in the context of an exhibition back in 1991 the establishment of the "Women's office of Vienna" in 1992 and the running of over 50 pilot projects with the identification of transferable tasks and possible actions.

Framework

The main framework is a feedback loop of objectives, planning, implementation, evaluation, analysis, feedback into the objectives and planning and so it continues.

The document also identifies several different levels, scales and processes for the application of gender mainstreaming including:

- Master planning
- Land-use planning
- Site-planning
- Public space planning parks & gardens

Themes, Objectives & Principles

The starting point is equality and equal opportunities for women and men, gender in this approach is considered to refer to a person's social gender rather than biological differences. Gender mainstreaming is about making gender-equitable perspective decision making.

The main emphasis of the document is gender mainstreaming "a process centred approach to safeguard quality in planning", considered a vertical issue that must permeate all steps of planning process.

Key finding/focus:

- That many women spend a lot of time in the immediate vicinity of their home.
- There are divergent life realities and living conditions of women and men.
- Emphasis on women's places of work, time budgets and mobility situations and the differentiating factors and life conditions of individual groups.
- The very tangible difference between needs re. services and amenities.
- Need for empowerment from a workplace perspective that considers everyday routines.
- Under 12 and over 75 are often very locally orientated, therefore their use of space and mobility is very gender and age specific.
- The opportunity for young children to be able to stay and play outdoors significantly improves quality of life for children under six years of age and caregivers.
- Ages 6- 12 increased use of transport and public open & green spaces as well as the intensification of gender-specific differences, with girls allowed to move around more freely at an older age for shorter periods less frequently than boys and taking on household tasks and care for siblings.
- At 13-17 activity radius increase beyond the neighbourhood, public parks and squares, youth centres, meeting points, places of community and undisturbed retreat. The presence of teenagers in public space is very strongly influenced by sex, ethnicity & social backgrounds. Fear of harassment and sexual assault means the subgroup of girls in the age range withdraw from public space. While male youngsters and men are more frequently victims of violence than girls or women girls and women are more often exposed to harassment which is emotionally harrowing.

- Working aged women/caregiving women are involved in complex mobility chains, with women make more shopping trips than men, they essentially live in a “city of short distances”. Many women with large families with many children are often amongst lower-income groups who don’t have access to private green space or open spaces, so communal and public open spaces are essential.
- Elderly or very aged women and men may do unpaid social tasks like care giving partner/grandchild, associations, community work, are self-employed, visit open spaces near home because they have a limited mobility range. At 60-65 usually mentally and physically active, but by 75 physical and psychological restrictions are a factor and by 85 they may have highly limited independent activity, different walking speeds “special needs”, with limited mobility, hearing/sight, and independence.
- Value of polycentric urban structures, with the de-centralised distribution of facilities even infrastructure distributed with good access, reduction of traffic volumes and unnecessary car journeys, appropriate density, mixed-use, that supports the efficient combination of paid work, family chores, caregiving and shopping, and independent living with less time trip chaining.

Objectives include the importance of:

- Identifying the most significant characteristics of gender equality and breaking down features right, through to a detailed project level.
- Systematically pointing out the needs of different user groups.
- The creation of spaces that support users in different and varied everyday contexts.
- Representation based on equitable participation and involvement of all groups in development and decision-making processes all groups.
- Ensuring contact between dwelling and open/green spaces & public spaces are not restricted in terms of visibility and hearing – ensuring building heights support visual links.
- Adequate ratios of open space per person per meter.
- Well located social infrastructure including health care/education/sports/leisure / nursing homes/ culture.
- Considering and supporting the compatibility of family duties and paid work to ensure smooth running of everyday life and routines - a variety of high quality, equitable resource distribution through awareness of different spatial needs as well as the attractiveness, safety, and security of the housing environment, with the capacity to move freely, supported by lighting signage street orientation that isn’t anxiety inducing, environmentally friendly/active transport, place to spend time in atmospheric spaces that are part of continuous networks, reduce time input to supports family chores and paid work, improve social skills of children and improved mobility situation.
- Safety and security and the idea of barrier free city is of central concern – including the subjective feeling of being in public space of being “seeing & being seen” and with desirable levels of social control. For all user groups to enjoy the city.

Approaches, Processes & Practices (Method)

The city of Vienna undertook a significant methodological rethink, innovating and evolving across departments and disciplines, undertaking gender sensitisation, and developing novel methods to get past “blind spots”.

Methods:

- Case by case basis
- Developing the participation process including deliberate involvement of hard-to-reach groups
- Close listening
- Scrutiny
- Targeted search for reactions by users
- Planning objectives
- Competitions
- Briefs
- Quality criteria
- Land use and development plans
- Developer contributions
- Instruments and methods – incentives and prohibitions
- Gender balance on juries for competitions and jury compositions, test jury for gender relevance, gender planning experience and gender representation
- Sensitising actors including the municipal staff to the everyday requirements of the user groups

Criteria, Indicators, Metrics & Evaluation

Planning objectives and measures are evaluated by systematically examining their effects and according to the needs of different user groups.

Considerations

- Life-phases – being age specific
- Life-realities
- Gender ability
- Women & Men
- Cultural and social factors
- Language
- Low income or educational attainment
- Age

User groups

- Local residents
- Visitors (from other parts of the city)
- Tourists
- Homeless people marginalised groups
- Children
- Young adults
- Middle aged person
- Elderly

Objectives and quality criteria

01 Themes

- . Urban structure
- . Space creation
- . Housing quality
- . General - local centres local shops and services, social infrastructure, open/ green spaces for individual lots, improve objective and subjectively perceived security and safety unimagine anonymity

02 Public Space & Mobility

- . Public open space
- . Dimension of street space amongst user groups - pedestrians and bikes, public transport
- . Qualitative and quantitative
- . Criteria and indicators
- . Conflicting goals
- . Reconciling interests

03 Evaluating requirements and effects on different user groups

- . Needs and requirements of different groups and the “under-represented”
- . Rooted in local housing environment
- . Relatively limited mobility range
- . Curtailed time budget
- . Caregivers

Scales

Very much about plotting the project at different scales and understanding the inter-relationship between sites and neighbourhood, including:

- . District levels
- . Project levels
- . Masterplans/urban design/ concepts and visions
- . Land use & development plans
- . Public space
- . Housing – densities and mixes uses
- . Public service structures

Characteristics

- . High quality architecture and utility services
- . Quality public space
- . Quality social infrastructure

Gender sensitive quality design elements and ingredients:

- . Siting / sizing
- . Zoning
- . Local centres with easy to reach shops and services, social infrastructure including kindergartens/ schools
- . Appropriate housing typologies that foster neighbourly relations and the design of buildings for different life-phases housing models
- . Private and communal spaces (sufficient sizes) with places to hang washing
- . Creation of places of movement, encounter, and pleasant lingering
- . User-friendly distribution
- . Good visibility from adjoining buildings
- . Exercise and movement options
- . Access and circulation

- . Open spaces to be networked and accessible
 - . Greened route networks / tight knit networks
 - . Slow down traffic and make street crossings safe
 - . Safe streets & playspaces
 - . Effective guidance through the streets, no blind spots/corners
 - . Efficient illumination of street footpaths
 - . Pavement widths of at least 2m > 3.5m (facilitate the lives of persons with caregiving and family tasks (carrying shopping bags, pushing prams and accompanying other people)
 - . Collective garages
 - . Park & ride
 - . Road widths 3.5-6.5 buses.
 - . Bike rental and city bikes
 - . Bike parking
 - . 300-500mm walking distance to public transport.
 - . Spaces for lingering and communication on the street - benches and public toilets
-

Thematic Concept: Green & Open Spaces

City of Vienna, 2015

Summary

The thematic concept “Green and Open Spaces” by the City of Vienna sets the course for green and open space planning for the next ten years, putting the goals and objectives defined in the 2010 governmental agreement into concrete terms. The document foregrounds: relationship between quality of life and the creation of zones for leisure-time activities and the provide more green and open spaces close to residential areas to give children the possibility to play and run around as well as establishing the thematic concept that defines the necessary framework conditions. The document encourages citizens of Vienna to actively take part in planning and designing their neighbourhoods and the importance of the interests of the general public outweigh individual or group interests.

They are prioritising the next decades the growth of the city thus needs to go hand in hand with further qualitative and quantitative growth of green and open spaces in Vienna.

One of the objectives of the Urban Development Plan 2025 (STEP 2025) is to significantly increase the share of non-motorised individual traffic in the city. The green and open space network in Vienna supports that objective.

The climate of the city is significantly influenced by the share of green space and bodies of water. This includes making use of unconventional types of greening, such as roof or facade greening, and thus helping the city to adjust to climate change.

Landscape-wise Vienna is linked to the Federal Province of Lower Austria and to the municipalities surrounding it. Regional cooperation is therefore a central factor for success, especially concerning green and open spaces. The strengthening of the cooperation will be expanded to additional administrative units outside of Vienna which are of significant importance for Vienna's green and open spaces, such as the Bundesgärten (Federal Gardens) and the Via Donau (Austria's Waterway Company).

The STEP 2025 thematic concept “Green and Open Spaces” was developed based on the principles of STEP 2025 and goes into more subject-specific depth. Integral elements of the concept are 12 types of open spaces, standards of supply with green and open spaces and the linear definition of a network of open spaces for the whole city. “Local green plans” can be the basis for land allotment procedures, compensation measures and agreements on urban development.

Framework

Structured as a Thematic Concept with a focus on spatial types, the document sits in the context of the City of Vienna's Legal Framework Conditions, Strategies, Concepts and Guidelines.

Increasing growing network of green and open spaces in the city also entails big administrative and budget-related challenges. New types of development, supply, maintenance and care of green and open spaces thus need to be further developed, ranging from self-organisation in urban gardening to the activation of micro open spaces and PPP models. Mobilising large, contiguous areas is especially important in this concept.

Suite of planning documents including design projects / quality assurance, gender mainstreaming and urban planning and urban development.

Themes, Objectives & Principles

Objectives

The thematic concept “Green and Open Spaces” was designed for the maintenance and development of high-quality green and open spaces in Vienna and is part of STEP 2025.

It takes into account quantitative as well as qualitative aspects of the development of open spaces, which were defined in 2010 in the governmental agreement on urban development, quality assurance, public space, mobility, rainwater management, green space, nature conservation and agriculture as well as housing construction and urban renewal.

Instruments for Vienna's Green And Open Space Planning

Thematic concept "Green and Open Spaces" is a useful, sustainable development instrument for urban development and provides facts regarding the objectives of the development of the individual open space types in Vienna.

- The 12 types of open spaces.
- "Local Green Plan" - The application of "Local Green Plans", which are developed for specific areas as occasion demands, guarantees a high level of accuracy and promotes their realisability.

This applies especially to:

- Publicly accessible green and open spaces such as parks, public places and streets for pedestrians,
- Partially public green and open spaces in residential and working areas as well as open spaces of public buildings with limited accessibility,
- Green and open spaces with restricted access (private gardens, areas owned by the municipality, such as swimming facilities, open spaces in schools, sports facilities, etc. v potential for multiple use),
- Agriculturally used areas (apart from greenhouses and agricultural outbuildings), woodland, water bodies and shore areas, as well as brownfield areas (ruderal areas, industrial wasteland, landfill sites and gravel pits) relevant for ecosystem services and/or nature conservation.

Excluded are:

- Traffic areas which are primarily used by motorised traffic (see STEP 2025 thematic concept "Mobility") as well as non-accessible, industrially/commercially used areas which are of no significant ecological importance.

Approaches, Processes & Practices (Method)

Focus of Development

- Cityscapes - developed and undeveloped urban spaces are equally important
- Infrastructure of everyday life
- Green space equity - Vienna has a total of more than 50% green space. This high share of green space will be maintained in the future, which makes green space equity a vital issue: all citizens have the same right to high-quality provision of green and open space.
- Historic development of Vienna's Cityscape - the green legacy of feudalism, increasing demand for green space in the 19th century, green and open space in socialist Vienna. Green and open spaces between the 1960s and 1990s. Today about 60 of the originally 100 hectares are accessible to the public and can be used by the Viennese.

Global And Regional Challenges for Green and Open Space Planning

- Population development
- Demographic change - city government aims at equally satisfying the highly diverse needs of all parts of the population. Over 65-year-olds will equal the number of under 19-year-olds
- The big changes regarding the composition of the city's population in the next 25 years not only have effects on the target group-specific needs (gender and diversity), but will also entail challenges for green and open space planning, which will need to take steps to ensure that Vienna's open spaces are doing justice to the changing population.

Urban routes and accessibility

- Blue-Green Infrastructure
- Open space, ecosystem services and nature conservation - safeguarding the functions of ecosystem services and nature conservation
- Open space for all - user-friendly open spaces

Since green and open space planning is an integral part of Vienna's urban development, satisfying the diverse wishes of the citizens is a core issue: living near green spaces, attractive recreation zones and high-quality infrastructure for non-motorised individual traffic. Fulfilling these tasks serves the goal to keep the urban living space attractive and accessible during all phases of life. Especially children,

Participation in the planning process

Social Importance

- Leisure and recreational purpose
- Open space in our everyday life: communication, encounter and mobility
- A certain degree of social control is especially ensured in open spaces partially accessible to the public in which primarily a restricted group of people socialises, e.g. residents of a building complex.

Decisive elements

- Traffic planning according to the needs of the citizens
- Structural facilities and quality (e.g. sufficient dimensioning, accessibility, etc.)
- The degree of connectivity
- Traffic planning according to the needs of the citizens
- Structural facilities and quality (e.g. sufficient dimensioning, accessibility, etc.)
- The degree of connectivity

Urban structure and identification

Vienna's green and open space system is changing from a zone system to a network system. The development of this network promotes green space equity for the citizens as well as the preservation of the city's ecological, social, and economic functions.

Structure of Vienna's Open Space Network

The urban street as a greened street with walking routes and cycleways has become the central type of infrastructure development in the city. It provides equity for all traffic participants and is a genuine green and open space axis leading through all quarters. The urban street is the predominant type of infrastructure development especially in newly developed building areas, making Vienna a city of walkers and cyclists in its newly developed quarters and includes:

- Green way with urban routes
 - Green paths
 - Living at the waterfront
 - New types of gardening
 - PPP models in the park
 - Landscape architecture as a key factor for vibrant semi-public green space
 - Instruments for green space compensation in densely built-up urban areas
 - Connections of open spaces and multiple use
 - Traffic infrastructure turns into green and open space
 - Micro open spaces
 - Reviving of the city
-

Human beings

- . Women
- . Men
- . Parents and chaperons
- . Children
- . Adolescents and young people
- . Older people
- . Migrants and ethnic minorities
- . People with special needs
- . Tourist and visitors
- . Working population
- . Unemployed
- . Commuters

Nature

- . Flora
- . Fauna
- . Habitats

Network Functions

- . Function for everyday life and recreation
- . Function for the structuring of the urban fabric
- . Function for ecosystem services
- . Function for nature conservation

Typology of Vienna's Open Spaces

- . Linear urban open spaces
- . Wide urban open spaces
- . Linear rural open spaces
- . Linear urban open spaces

Articles

More lighting along does not create safety cities. Look at what research with young women tells us

Nicole Kalms, March 2019

Summary

An article that directly references the Plan International XYX Lab and ARUP and The Australia We Want report with an emphasis on women's lived experience and lighting design and standards.

Framework

N/A

Approaches, Processes & Practices (Method)

- Listen to women's voices
- Draw on women's experience and expertise as users of city spaces.

Key Themes, Objectives, Principles & Criteria

- In 2019 at least half of Australian women do not feel safe walking alone at night.
- Women's avoidance of areas of the city creates a complex internal geography of exclusion zones and "take extreme care" zones.
- Young women's perception of urban safety do not correlate with the very bright and over lit spaces.
- Most fundamental shift if that we listen to women's voices.
- Change our city's approach to lighting for safety.
- Consistent and layered lighting, with multiple light sources, and where surfaces with different reflective values are taken into consideration make women feel most safe, reducing the flood lit effect, the sharp drop-off of light beyond the path and beyond the path, and the potential for glare and contrast to blind and disorientate.
- Human visual spectrum reacts better to warm light, data from young women showed how sensitive they are to cool white light in relation to feeling safe.
- Quality not level of light is critical. Avoid large range of colour rendering. Preference for high-quality LED light that enabled them to distinguish shapes and colour helping to create a sense of safety.
- Luminance (the measure of light falling on a surface, or Lux) is the only unit of measurement required to comply with the P Categories of the Australian Standards – it appears that luminance (light bouncing off a surface and hitting the observer's eye) should be considered too – ensuring the context of material finishes, and surface intensity is taken in account for how the eye perceives the space.

Gender makes a world of difference for safety on public transport

Nicole Kalms and Hannah Korsmeyer, July 2017

Summary

The article draws on a University of California study, the Centre for Sexual Assault. References the Everyday Sexism Project, South Asia's Safetipin, India's Harassmap, and Free to Be.

Framework

Reflecting on results of surveys.

Approaches, Processes & Practices (Method)

- Surveys.
- Include diverse voices in the conversation and conduct more research into how these environments contribute to sexual harassment.
- Collecting data on the experiences of women and girls in cities, using geolocate methods and analysis.
- Crowd-mapping techniques – disclosing the location and context of their experience, in their own words.

Key Themes, Objectives, Principles & Criteria

- Urban environments are not gender neutral.
- The role of gender inequality which reinforces rigid binary definitions of femininity and masculinity.
- Women are still more likely than men to have extra domestic and care-giving responsibilities, but fewer transport options, which effects travel patterns.
- Women are more likely to move between multiple destinations throughout their daily commute.
- How gender-sensitive design can combat the spatial inequities faced by those who identify as women and girls of all demographics, races, and socio-economic groups.
- Disproportionate fear of victimisation in public transport spaces.
- Scale and transitory nature of trains, buses, taxis, and ride-sharing services give perpetrators a guaranteed close and anonymous proximity to their targets.
- Women feel more at risk in areas near to public transport including pedestrian subways and bridges, stations, access, and bike paths. Avoiding danger in these areas becomes a priority for women as they move around the city.
- Criteria of sexual assault is stalking, unwanted touching, obscene gestures, voyeurism, unwanted sexual comments or jokes, sex-related insults, pressuring for dates or sex, indecent exposure, being forced to watch or participate in pornography, offensive written materials, and unwanted offensive and invasive interpersonal communication through electrical devices of social media.
- 80% of sexual crimes against Australian women go unreported.
- Australian girls and women regularly modify their behaviour to reduce their risk of harassment, more are staying home than going out at night.
- Women make meticulous decisions about their clothing and limit their movements to areas of the city. Many completely avoid transport spaces.
- Women are internalising the message that safety from sexual harassment is solely their responsibility. Public transport providers perpetuate this message by advising commuters to regulate their behaviour to stay safe – encouraged to sit with other passengers, use the carriage closest to the driver, plan-ahead to avoid wait times and keep to well-lit areas or designated "safety zones". CCTV cameras and alarm buttons can be important but are helpful after a crime has been committed and all the above cause passengers to become hypersensitive to their surroundings.
- Many countries around the world have introduced segregated public transport or taxi-services as a response.

- Gender segregation is only a short-term solution and reinforces gender stereotypes and marginalises individuals from the LGBTIQ community and those who have fluid or non-confirming gender identities and perpetuates a rape culture that blames victims and frames all men as threats to women.
- The NSW Police website advises LGBTIQ people to “wear something over your outfit, such as a jacket or overcoat or consider changing at your destination” if “frocking up for the night (for example in ‘drag’ or something revealing.”
- Need to rethink our approach to safety design to reflect an understanding of how factors of race, age, disability, socioeconomic status, sexuality, and gender intersect to influence the everyday lived experiences of Australians.
- Public transport environments safety design measures are gender-blind and generalised.
- Negative experiences result in entrenched behaviour in women navigating the city.
- Creating safe public transport spaces is critical - building on the emerging data and develop new approaches to the design and delivery of urban transport.

Safe in the City? Girls tell it like it is

Nicole Kalms, Gill Matthewson and Pamela Salen, XYX Lab, Monash University, 2017

Summary

Insights drawn from women and young girls’ lived experience drawn from a crowd mapping application focused on safety and the perception of safety, correlation between gender inequity and the design of the city.

Framework

A data focused research approach, with crowd sourced data and interactive workshops.

Approaches, Processes & Practices (Method)

- Web-based interactive map Free to Be, run over a three-month period, comment on how safe and welcome space in the city made them feel, dropping pins in a geo-locative map.
- Workshop that brought together City of Melbourne, Victoria Police, public transport authorities, Our Watch, and councils.
- How will we measure women’s perception of safety in a (post) COVID world?

Key Themes, Objectives, Principles & Criteria

Criteria

- Happy spaces
- Sad spaces

Analysis

- Busyness gave a place a buzz, spaces that are crowded seemed to provide a cover for unpleasant incidents pushing and groping.
- Raises questions for architects, designers, planners and policy makers for instance are there environmental factors in the built environment that either support or discourage such behaviour.
- Happy Spaces – were open, spacious and welcoming.
- Branding, signs and advertisements in spaces described as both happy and sad. Small unique brands with positive messages and attractive graphics seemed to create a friendly feeling. Whereas signs dominated by masculine names and subliminal gendered messages were associated with sad spaces. The analysis of the signage alongside the women’s comments suggests that there is a possible correlation in the way that language as well as the precincts of franchisees might affect the experienced of young women in urban space.
- Research concludes that the city is far from gender neutral.
- Safety considerations not only involve the physical aspects of spaces, but also how memories and mental images are triggered. Daily sexual harassment maintains high levels of fear because it reminds women of their vulnerability to sexual violence.
- Experience of public space are individual and unique. Women from different racial background and of different ages, sexuality, disabilities and socio-economic class have very different experiences.
- Need to consider how women’s differing intersecting identities shape their individual and collective experiences and thus perceptions of safety in public space.

What does the 'new normal' look like for women's safety in cities?

Nicole Kalms, Gill Matthewson and Georgia May Johnson, XYX Lab, Monash University, July 2020

Summary

An article looking at women's safety in the city drawing on the research of XYX Lab, referencing the Victorian Gender Equality Act 2020 and the Safetipin and Free to Be apps, foregrounding the importance of gender-specific and place-specific data.

Framework

A data focused research approach, with crowd sourced data and safety audits.

Approaches, Processes & Practices (Method)

- Importance of gathering more gender-specific data and place-specific data.
- Women's safety audits – occurring since the 1980s – users of a public space noting the factors that make them feel unsafe or safe, and identifying ways to make the space better and safer. It is a process of co-design where women are viewed as experts in their lived experience.
- Ask women how many women are in the space and what are they doing. Are they taking their time? Are there reasons and opportunities for women to gather in the space. Are women inhabiting the space, not just quickly passing through it, keys in hand as a weapon – all these factors make a difference to perceptions of safety and to the sense that women actually belong and are entitled to take up space in public.
- Online safety audits and checklists – CPTED through a gender lens.
- "Safe in Her City" Gender audit tool.
- Applying a gender lens and incorporating the voices of women and girls into city design and evaluation.

Key Themes, Objectives, Principles & Criteria

- Women's perception of safety – as opposed to their risk of experiencing gendered violence or crime – very much determines how they interact with public space.
- Legal imperative to shift urban politics, policies, design, and research towards understanding how gender affects needs and experiences.
- The inclusion of women in all aspects of public spaces will be paramount, but it cannot be a one-size-fits-all approach. Nuanced thinking and multiple gender-sensitive strategies are required.
- In the context of COVID-19 we saw a marked increase in the numbers of people walking and cycling, combined with a reduction of vehicle movements public spaces may have felt safer.
- We have too little data on women's experience and knowledge.

Crowd-mapping gender equity - a powerful tool for shaping a better city launches in Melbourne

Nicole Kalms, XYX Lab, Monash University, October 2018

Summary

An XYX Lab article about the importance of social and community planning to meet the challenge of creating people centered cities to address the long history of inequity in cities.

A pre-cursor to Your Ground – crowd mapping that references Everyday Sexism in the UK, Safetipin in new Dehli, Jakarta, Bogota, and Nairobi; Harassmap in India and Free to Be in Australia and internationally and speculates about opening up the tool to all genders.

Framework

Draws on the crowd-mapping research the Gender Equality Map presenting high levels insights only.

Approaches, Processes & Practices (Method)

- Technology as a powerful primary research tool.
- Development of adaptable methods.
- Gender Equality Map - Crowd -geolocative mapping using smartphone app or the web - anonymous engagement, captures lived experience.
- Piloted by Melton and Darebin Councils

Key Themes, Objectives, Principles & Criteria

- Importance of uncovering marginalised stories and the relationship between gender, equity and identify in cities, challenging the historically disproportionate contribution of usually make voices in urban policy and design.
- Use of crowd-mapping across the globe to enable under-represented citizens to embrace opportunities to tell their stories.
- Use to shift how we understand cities, architecture, and planning, understanding patterns of inclusion and exclusion and individual perceptions of cities.
- The challenge of designing inclusively.
- Shape our cities with the goals of access, equity, and diversity.
- That design is not a passive act.
- We have considerable data about our cities but less data about gender and inequity – by having more data and deeper insights gender inequity will becomes more central to local, urban decision-making.

Mapping criteria/considerations

- Develop insights, tendencies, and hot spots.
- Measure direct impact on communities and neighbourhoods.
- Open to all genders and LGBTIQ& people.
- Can report when and where it suits them.

To design safer parks for women, city planners must listen to their stories

Nicole Kalms, XYX Lab, Monash University, June 2018

Summary

An article that directly references the Free to Be project and the City of Vienna gender mainstreaming project, foregrounding the importance of understanding the direct lived experience of women and developing gender-specific data sets.

Framework

N/A

Approaches, Processes & Practices (Method)

Free to Be crowd source mapping, drop a pin in places where they have felt safe or unsafe with anonymous descriptions about particular incidents and the urban context in which it occurred.

Visualises hot spots – coded for deeper insights

Including local girls in design workshops to increase girl's participation.

Co-design embraces the diverse (even conflicting) perceptions of women and gives them the tools to adapt existing urban design and infrastructure, propose new solutions to social issues and engage in the testing of scenarios and outcomes.

Key Themes, Objectives, Principles & Criteria

- Engaging with the stories of women and girls is crucial to making cities safer.
- Put aside traditional expert perspective to learn from – and design for – women's experiences.
- Understanding the nuances of sex crime in cities and designing to mitigate its occurrence.

Analysis

- Finds patterns in the characteristics
- Incidents in public transport spaces make many women limit their movement through cities.
- City parks and public parklands is another hotspot and captures the complexity of women and girl's engagement in urban recreational spaces.
- While evening and late night may be vulnerable times for women, unsafe experiences can happen at any time and actually happen all the time, the enduring impact is women change their behaviour and enlist hyper-vigilant safekeeping strategies.
- Gender mainstreaming is an urban design term that considers access to city spaces must benefits all genders equally.
- Guidelines: good visibility, clear orientation and pathways, efficient lighting, well maintained public toilets and spaces that foster frequent use.
- Dominance of play facilities aimed at boys and make teens in parks, and the withdrawal of girls form parks around 10-13 years of age.
- Including local girls in design workshops to increase girl's participation through girls-only retreat spaces, non-male sport and play areas and calm zone through socialisation.
- To design for women is to be inclusive of all women and girls. Including cis-women, trans-women, and intersex women.

The queer city: how to design more inclusive public space

Pippa Catterall and Ammar Azzouz, June 2021

Summary

Applying a queer lens to the city, questioning the heteronormative aspects of the design profession, safety issues and people and the importance of place specific-design.

Framework

N/A

Approaches, Processes & Practices (Method)

Mapping out the geographies of how different social groups access, or are marginalised or threatened in public space.

Key Themes, Objectives, Principles & Criteria

- That in many countries the architecture profession is largely male and white that result in a design approach that privileges the male perspective.
- Assumptions around who the built environment should serve as well as notions of the heterosexual, family oriented nature of suburbia contribute to how it is designed and how it is experienced by women or men who don't confirm to masculine stereotypes.
- Design failures – such as inadequate or poorly positioned lighting, only serve to make public space even more intimidating for marginalised groups, who as a result try to make themselves invisible or avoid open spaces altogether.
- “Queering” making the public realm inclusive by considering the needs of LGBTIQ & people.
- Importance of thinking about inclusion in public space more generally as giving the example of gaybourhoods contributing to the cultural life of the city eventually attracting investors but regeneration and gentrification often results in the communities who used to visit or live in these areas being displaced.

Addressing the following design principles and recommendations would benefit all sections of the community, rather than just LGBTQ& people by making public space safer, accessible and inclusive for all.

Three main principles for increasing inclusive design:

- Prioritise safety and provide more privacy to avoid drawing unwanted attention, between claustrophobic, enclosed designs and large, open plazas dominated by harsh security lighting and wide sight lines dictated by surveillance strategies and the protection of the property.
- Cater for the specific needs of all sectors of the population, planning for all kinds of people and families will make cities and neighbourhoods feel more accessible and diverse.
- Make spaces visibly inclusive, more representation of queer heritage, street naming, statues, plaques and rainbow crossings.

Gender & Public Space

Inés Sánchez de Madariaga, 2021

<https://urbannext.net/gender-public-space/>

Summary

A podcast and article focused on the planning of cities continual reliance on sector based divisions transport/housing/economic activity/commerce and the productive and reproductive spheres, as well as a focus on the difference between the mobility of men and women and the importance of adopting a layered approach to gender sensitive design.

Framework

A reflection on her body of research and action further discussed in a book chapter for Engendering Cities examines the contemporary research, policy, and practice of designing for gender in urban spaces..

Themes, Objectives & Principles

- Zoning in Germany in the 19th century separated industrial activities from residential zones. Cities evolved to be based around 20th century Fordist production models and the sexual division of labour forged in the first decades of industry production and domestic work which transformed into instrumental urban planning technology through American urbanism, CIAM and Le Corbusier which continued to separate functions.
- In the twenty first century women are still responsible for most of the work associated with the reproduction of human life, and cities remain optimised around spatial considerations and for industry including accessibility, infrastructure, topography, to limit environmental impact on residential spaces not for caretaking mobility. Which has had a consequence for men of sacrificing family life and for women of sacrificing professional life.
- One of the problems with planning is sector based (transport/housing/economic activity / commerce) which is antithetical to a gender sensitive approach which is holistic similarly the “productive & reproductive sphere” is still considered by planners as two independent domains that must remain separate spatially. A gender sensitive approach favours reconciling family life and professional life and should apply to the planning and design of space because urban transformations have long gestation periods and there is a permanence to the results – therefore there is an importance of building a city that can be responsive to the needs of new ways of life.

Women's movements:

- Are more and more varied
- Evolve from one individual to another
- Change over the course of their life
- Include multiple activities in different parts of the city.
- Utilise available means of transport in the shortest possible time whereas men travel farther and by car

They chain tasks:

- Chain together trips
- Make more trips
- Make shorter trips
- In a more limited geographic area in area in closer proximity to home

Approaches, Processes & Practices (Method)

Approaches should be layered, including being:

- Gender inclusive
- Cognisant of demographic changes
- Should combine research, publications, and teaching
- Consulting with government
- Planning housing and transport
- Developing strategies

Engagement considerations:

- . The timing of workshops to increase opportunity to attend
- . Utilise notes/maps/pictures
- . Create networks between women through the workshops
- . Remember that technology is an instrument
- . Focus on the person and the reality of their life
- . Look at the person specifically not as average or standard.

Criteria, Indicators, Metrics & Evaluation

Some of the identified criteria - the importance of considering:

- . The distances between the places where different activities are carried out.
- . How to cover those distances in short times and affordably.
- . If facilities are or can be reasonably priced
- . The compatibility of opening hours.
- . Capacity to shorten distances
- . Mixed uses with multiple uses accessed on foot
- . Compact multi-functional city
- . Public spaces and public transport
- . Regional city level neighbourhood level

How Better Urban Planning can Improve Gender Equity

Jennifer Gardner and Larissa Begault, April 2019

Summary

Draws on the mid-1990s City of Vienna research, New York City METROPOLITAN Transit Authority rider etiquette “manspreading”. Brazilian activist group Mulheres Rodadas and Take Back the Night Foundation and Hollaback, 1980s Sociologist Gill Valentine.

Framework

General overview.

Approaches, Processes & Practices (Method)

- Studied who was using their parks.
- Undertook 60-plus urban planning and design pilot projects that the city of Vienna rolled out as part of a gender mainstreaming public policy.
- Problems of observational data guessing at the gender of the visitors they saw – proves to be inaccurate by as much as 15%.
- Directly engage people in the research process to reduce observer bias and reveal more nuance in how gender is represented in a space.

Key Themes, Objectives, Principles & Criteria

Study results:

- Girls were much less likely to use parks after the age of nine, while boys continued using them into their teens.
- Boys dominates park areas like basketball courts and playground equipment.
- Girls might pass through but didn’t stop to play.

Strategies:

- Creation of gender-segregated spaces, volleyball, and badminton courts for the girls, and dividing open areas into more private spaces with landscaping, more benches which encourages socialising increasing use by girls, competition for space meant boys were less likely to crowd out the girls.
- Required each of its agencies to introduce strategic plans and initiatives to support the explicit inclusion of needs, concerns and lived experiences of women to share more equitable policy outcomes for residents of all genders.
- The downside of gender segregation is it means interactions between genders are less likely and fails to address the problem of unequal power dynamics.
- Need to not just respond to existing uses but instead create opportunities for entirely new behaviours.
- The practice of urban planning and design and its outcomes are not gender neutral. Inequality is spatially reinforced by design from our systems all the way down to the individual public spaces.
- Need to be both ambitious and honest about which challenges design alone may be able to resolve.
- Public spaces in the western world were designed predominant to serve white working men, while private spaces were associated with women.
- Bright floodlights create pockets of darkness hedges and walls limit visibility and offer spaces tat can be perceived as places for a potential attacker to hide.
- Need to consider the real and perceived systemic and experienced safety concerns of women in the public realm.
- Acknowledge the limits of design, space is ultimately created and transformed by social action.

Three ways designers and behavioural scientists can directly challenge unequal power dynamics: occupying space, enabling authentic representation, and reducing perceived fear:

- Occupying space – women in public space can be shrinking, timid or use closed body language. When women defy those gender stereotypes by asserting their right to use and control public space, they can re-shape what it means to be a woman in public.
 - Enabling authentic representation – actively constructing ideas of what it means to embrace the visibility of women in public space, altering of walking symbols (cosmetic and problematic re. gender stereotyping), important to base on more inclusive research methods. Make faces and bodies visible, making experiences visible, enabling people to voice their own lived experiences and change the way other people perceive space. The experience of seeing others and being seen for who we are is connected to feeling like we belong in a space, to a community and to a larger society. Think about who we represent and how and rely more on representation and engagement to prevent further stereotyping.
 - Reducing perceived fear – women's fears of personal safety from male violence can hold them back from traveling with confidence through public space. Women felt more at risk in environments with characteristics dark, isolated, remote, unpopulated, spots with obstructed. Rather than live in fight or flight mode women form predictive mental images of unsafe spaces. Perception of safety relies more in images or ideas or potential threats than statistical evidence. Perception of crime or danger may in some cases be more of a persistent problem for gender equality in public spaces than incidences of crime.
-

Many women don't feel safe exercising in public, but is bright lighting the solution?

Gabriella Merchant, November 2019

Summary

An article that reports on data from XYX Lab and Plan International – 2018 Unsafe in the City report, XYX Lab's collaboration with ARUP on lighting and references the work of the City of Vienna.

Framework

Not applicable as draws on established research.

Approaches, Processes & Practices (Method)

- First person narrative
- Geolocate mapping locating where they felt safe or unsafe.
- ABC Australia Talks Survey

Key Themes, Objectives, Principles & Criteria

- That traditionally cities have been designed by men for men.
- That women's voices haven't always been understood and included in the design process.
- Under reporting of sexual threat or violence.
- Lack being treated seriously when reporting.
- Self-blame
- Psychological impact of being assaulted at a public event.
- Withdrawal from public space because of fear.
- Precautionary measures: having only one earphone in, or no earphones, running under streetlights, telling a friend where they are going, running with a buddy or in a group, walking to a car with keys in fists, giving other women lifts short distances.
- Demonstrates and understanding that it is not just in deserted locations where women have unsafe experiences.
- Harassed or felt unsafe in crowded areas.
- Almost half of Australian women do not feel comfortable walking home at night, compared to one fifth of men.
- That Australia is behind Vienna in gender sensitive design.
- That Vienna offers personal safety classes for women.

Role of lighting design in increasing the perception of safety:

- Many spaces are over lit.
- Correlation between brightly light spaces and not feeling safe.
- Because women know that very brightly lit places drop away to very dark areas, which means eyes need to adjust.
- Warmer light makes women feel safer than cooler lighting conditions the more a light's colour deviates from natural daylight, the less safe women felt. The light colour impacts how well people can see and distinguish people and objects – e.g. orange sodium streetlights make it hard to.
- Australian Standards should not just measure a light's brightness.
- How reflective an environment is an important factor in determining how much or how little light is needed.

What divides men and women? The Australia Talks survey reveals quite a list

Annabel Crabb, June 2021

Summary

An article that summarises the most recent Australia Talks survey that reveals the differences between men and women's perception of the same question.

Framework

Australia Talks survey - commentary on survey results.

Approaches, Processes & Practices (Method)

Survey.

Key Themes, Objectives, Principles & Criteria

- Topic Personal Safety - When walking at night around the neighbourhood in which they live, four out of five men – 81 per cent – feel physically safe. But women don't feel the same way. Apart from gender, there was also substantial variation on perceptions of personal safety depending on where respondents lived. In the affluent Sydney city electorates of Wentworth, North Sydney and Bradfield, around 80 per cent of all respondents felt safe. But in the NT electorate of Lingiari, only 48 per cent of respondents felt safe, and in the outer-western suburbs of Melbourne, only 51 per cent felt safe to walk around. Only 49 per cent of them report that they feel to any degree secure when navigating the public areas around their homes.
- Topic Personal Discrimination - When asked the broader question about whether discrimination in general was a problem for Australia as a nation, men and women had sharply differing assessments. A significant majority of women — 89 per cent — said discrimination was a problem.
- Topic Women in Leadership - Men and women differ quite significantly when asked to rate the importance of "cultural diversity" to national identity. Of women, 65 per cent rated cultural diversity as "very important", but only 43 per cent of men agreed. Women are keener than men on the proposition that "in any organisation, there should generally be as many women in leadership roles as there are men". A clear majority — 77 per cent — of women backed the proposition, which attracted support from around half of men — 52 per cent. Both women and men agree with the statement more in 2021 than they did in 2019 (70 per cent and 44 per cent agreement, respectively). When respondents were pushed further with the more provocative statement "women are generally better leaders than men", 38 per cent of women agreed and 17 per cent of men. Nearly half of respondents of both gender declared themselves diplomatically "neutral" on this question.
- Topic Has Equality Arrived - When presented with the statement that "men and women are treated equally in Australian society", 37 per cent of men agreed, but only 14 per cent of women. Things have shifted a little bit on this front since Australia Talks were last asked their views on this question; in 2019, 42 per cent of men agreed and 18 per cent of women.

Public bathrooms are gender identity battlefields. What if we just do it right?

Simona Castricum, October 2018

Summary

An article reflecting on the limitations of exclusionary gender binary signage design.

Framework

Art exhibition.

Themes, Objectives & Principles

- Signing bathroom by the amenity and function they provide rather than the gender they are deemed to be used by is one great leap towards removing the gender binary from public spaces.
- Familiar signage silhouettes of male and female reduce gender identity down to bodies and clothing, reinforcing outdated gender stereotypes and erasing non-binary people.
- Explore alternatives to existing male, female, and accessible bathroom pictograms.
- Hold our buildings, architects to a higher standard.

Approaches, Processes & Practices (Method)

Emphasis on a design solution only.

Gender equality in public toilets?

Mediclinics, September 2020

Summary

An article on the intensifying debate on gender equality in public toilets.

A study by the University of Ghent, Yougov in the UK. The Royal Society for Public Health (RSPH).

Framework

Refers to architectural design standards.








Approaches, Processes & Practices (Method)

- Campaign aimed at architecture studios in Barcelona to raise awareness and make them consider the different needs of women in the bathroom

Key Themes, Objectives, Principles & Criteria

- That many women complain about the unfavorable conditions they encounter when using a public toilet compared to men.
- Opportunities to reduce and eliminate this inequality that is generated every day.
- Women spend on average 30 seconds more than men in the bathroom – based on biological constitution, social roles, and their clothes.
- Whilst the size allowances are often the same women have fewer toilet units, larger mirrors, and may have changing stations.

7.0 POLICY REVIEW

Legend	
 Legislation	 Standards
 Policy	 Incentives
	 Guidelines
Urban Design & Strategic Planning	
ACT Planning Strategy 2018  	
Environmental, Planning & Sustainable Development Directorate ACT Government, 2018	
Summary	
Strategic planning policy document	
Framework	
<p>Compact & efficient</p> <ul style="list-style-type: none"> • 70% of new housing to be built within existing urban footprint • Higher density development opportunity criteria: <ul style="list-style-type: none"> • Frequent bus network corridor (800 metres/ average 10 minute walk) • Light rail stop (800 metres /average 10 minute walk) • City centre and town centres (1000 metres/average 15 minute walk). • Group centres (800 metres /average 10 minute walk). • Diversity in housing choices. • Access to open space. • Access to existing infrastructure, transport services and ease of augmentation (i.e. extension). <p>Diverse</p> <ul style="list-style-type: none"> • Incorporate cultural and linguistic, age and gender diversity in comprehensive engagement on strategic planning. • Contribution to the 'place' experience of the city. • Support the development of the freight network by limiting inappropriate development (e.g. sensitive uses) and direct access points along national freight routes. <p>Sustainable & resilient</p> <ul style="list-style-type: none"> • Net zero greenhouse gas emissions by 2045. Intermediate goals to reduce greenhouse gas emission by 50-60% by 2025, 65-75% by 2030 and 90-95% by 2040. • 100% renewable electricity supply by 2020. • Provide infrastructure to support active travel such as walking and cycling. Encouraging new development in locations with strong transport accessibility. <p>Livable</p> <ul style="list-style-type: none"> • Inclusive and accessible—appropriate supporting infrastructure that facilitates use and participation by people from culturally and linguistically diverse backgrounds, building social networks. • Incorporation of active living principles within the Territory Plan in 2017. • Establish guidelines for the ACT to improve the quality of design in development outcomes for buildings and public places on public and private land. 	

Accessible

- Reduce greenhouse gas emissions from transport (projected to make up 60% of greenhouse gas emissions in 2020).
- Locate community infrastructure, services and open space to optimise accessibility.
- Permeable street layouts.
- Safe and efficient active travel routes connected to centres, schools, public transport and local activities.
- Support bike share and car share.

Gender Sensitive Opportunities

N/A

Summary

Strategic planning policy document

Framework

- Growth – A vibrant centre that stimulates business, education, living, entertaining and recreation
 - Diverse range of housing typologies.
 - Targeting delivery of commercial and retail development by 2030.
 - Improved opportunities for restaurants, cafes, recreation, and entertainment facilities.
 - Vitality of public spaces.
- Land use and development – A prosperous and dynamic mix of uses and activities that builds character
 - Housing diversity
 - Prioritisation of projects delivery eg. City to the Lake
 - Increased residential population
 - Restructuring of traffic hierarchy to divert through traffic from the city centre to improve access and connectivity
- Transport and movement – A connected place people can easily get to and get around in
 - Expanded walking network / improved pedestrian movement and connectivity
 - Continued development of high quality and connected cycle network
- Community infrastructure – A culturally rich, accessible, and active place for people
 - Encourage redevelopment and rejuvenation of existing developments or support private investment in public outcomes
 - Facilities to support growing residential and workforce populations
 - Integration of community facilities within mixed use developments
- Public realm and design – an attractive, diverse, high quality urban environment
 - Reduction of traffic volume within the city centre
 - Increased passive surveillance and lighting along pedestrian networks
 - Active edges
 - Laneways to express hierarchy and contribute to character
 - Event planning – increase economic performance of retail, leisure and recreation businesses
- Strengthening character – A city whose character is clear and is enhancing through change

Gender Sensitive Opportunities

At a Neighbourhood scale the City Plan begins to address some of the key points raised within the literature desktop review including - mixed land uses, creating safety hot spots for public transportation and ensuring passive surveillance is maintained throughout the public realm including maintaining good sight lines from built form to the streets and parks.

Additional steps can be taken through the creation of gender segregated spaces to encourage more active participation in the public realm by women and other vulnerable groups - this can be achieved through planning and the government taking an active role in place creation and activation through strong community engagement.



Summary

Design guideline

Framework

- . Sociability
- . Access & linkages
- . Users & activities
- . Comfort & image

Gender Sensitive Opportunities

Promoting a stronger engagement with women and other vulnerable groups can strengthen the design process of the development of 'places' within the ACT. When designing with and for these groups, we are creating an environment that reflects its community and encourages fuller participation .

Sustainability & Climate Change

ACT Climate Change Strategy 2019-2025



Environment, Planning and Sustainable Development Directorate
ACT Government, 2019

Summary

Strategic planning policy document

Framework

Community Leadership

- Support community-driven solutions to climate change including through grants and trialling new models for collaboration
- Encourage preparedness and adaption action by households and businesses

Just Transition

- Provide support for low-income households and vulnerable sectors of the community to enable participation in responding to climate change
- Continue tailored programs and support for renters and low income households to reduce emissions and adept to climate change

Transport

- Support higher uptake of public transport by continuing to improve services to meet community travel needs
- Encourage active travel by continuing to improve cycle paths and walkability
- Encourage the update of zero emissions vehicles and explore the need for further incentives

Energy, buildings and urban development

- Implement Canberra's Living Infrastructure Plan to reduce urban heat and improve liveability
- Plan for efficient and sustainable urban land use to reduce emissions and maintain and enhance living infrastructure and biodiversity.
- Continue to increase tree canopy cover and maintain a healthy urban forest.

ACT Government Leadership

- Investigate applying a social cost of carbon and climate change adaption consideration in procurement and capital works decisions.
- Invest the social cost of emissions from Government operations from 2020 onwards in measures to further reduce emissions rather than purchasing carbon offsets.

Waste avoidance and management

Land use and biodiversity

- Identify and enable opportunities for carbon sequestration in trees and soils for adaption innovation.
- Encourage sustainable farming practices which are fit for the current and future climate.
- Identify the risks from climate change to species, ecological communities and ecosystems and take action to improve resilience and adaption.

Gender Sensitive Opportunities

N/A



Summary

Strategic planning policy document

Framework

Accounting for Living Infrastructure

- Expand existing asset management system - Complete inventory and mapping of living infrastructure and expand the public urban infrastructure asset management system to include urban living infrastructure to inform investment decision making.

Adopting targets

- Provide for a connected open space network and sufficient tree canopy cover for public spaces in precinct planning and greenfield estate design for residential areas.
- Provide for sufficient planting area and tree canopy cover in the planning of neighbourhoods, on residential blocks and for public spaces in urban intensification areas.
- Encourage community education about living infrastructure at the neighbourhood level.

Micro-climate assessments

- Micro-climate Assessment Guide – prepare a Micro-climate Assessment Guide and mandate its use to inform policy and forward planning studies for centres, urban renewal projects and urban intensification precincts, with initial assessment of priority locations to inform a city cooling works program.

Improving planning processes and community resources

- Actsmart Programs – web-based information and programs to incorporate climate-wise landscape guide to encourage community.

Planning our future urban forest

- Development Urban Forest Strategy – outlines how the urban forest can be maintained and enhances to improve amenity and deliver biodiversity outcomes.

Learning and doing

- City Cooling Program – trial initiatives in high priority locations.
- 'Oasis' Program – trial local park updates in high priority locations.
- Shadeways program – amenity and safety of active travel routes incl. cycling and pedestrian.
- Demonstration projects – best practice design.
- Water sensitive urban design – demonstration projects to retrofit infrastructure to allow hydration of open spaces using stormwater.
- Public and private investment – encourage and incentivise living infrastructure on existing and future buildings.

Gender Sensitive Opportunities

Through a focus on the provision of a connected open space network with improved micro-climates within the ACT, the availability and accessibility of public open space will be increased. Creating more habitable spaces, through a gender sensitive design lens will encourage women and other vulnerable groups to more fully and visibly participate. Ensuring that these spaces are accessible via public transport, maintain passive surveillance from neighbouring buildings and other CPTED considerations, will go a long way to ensuring that the ACT Government are catering to the broader community.

Social & Cultural Policy

ACT Woman's Plan 2016-2026



ACT Government, 2016

Summary

Strategic action plan

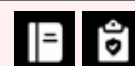
Framework

- Equality – of opportunities, access, security and independence
- Non-discrimination – freedom from any form of discrimination, including assignment of stereotypical gender-based roles
- Intersectionality - key to understanding and responding to the needs of all women and girls is an understanding of the intersection of gender with other factors such as race, culture, disability, sexuality, experience of violence and economic status; and how women can face multiple and compounding levels of discrimination and vulnerability as a consequence Everyone's responsibility – the necessity to work with women and men, across government, with non-government organisation, business and community to achieve gender equity
- Diversity – every woman is valued for her uniqueness
- Safety – all women and girls have the right to safety and to live without fear

Gender Sensitive Opportunities

N/A

Equity Together Second Action Plan 2020-2022



ACT Government, 2020

Summary

Strategic action plan

Framework

- Improving the mental health and wellbeing of women and girls in the ACT
- Fostering gender equity in Canberra workplaces, including through improved gender equality in leadership and workplace participation
- Building a community where women and girls are safe and supported to participate
- Improving housing to support and sustainability and reduce homelessness for women
- Developing appropriate and accessible services, programs and policies for women and girls, ensuring consideration of those from diverse backgrounds

Gender Sensitive Opportunities

N/A

Female Friendly Change Rooms @ Sporting Facilities



Sports and Recreation
ACT Government, 2017

Summary

Design guide

Framework

Needs

Safety & Privacy

- A privacy screen at the entry to the change room
- Individual toilet cubicles*
- Individual lockable shower cubicles with change seats inside each cubicle
- Appropriately located hygiene disposal points
- Mirror/vanity/shelving for personal items (subject to maintenance and vandalism implications that are considered on a case-by-case basis)
- Power points for accessories adjacent to wet areas
- Fold away baby change tables
- Toilet seats provided on stainless steel units

Gender Sensitive Opportunities

N/A

Procurement

The Procurement Values Guide



ACT Government, 2020

Summary

Framework

Gender Sensitive Opportunities

Guideline

Framework

- Aboriginal and Torres Strait Island Peoples' Economic Participation
 - Engaged an Aboriginal and Torres Strait Islander Enterprise
- Business Development and Innovation
- Diversity, Equality, and Inclusion
 - Engaged a supplier from the Social Enterprises Panel
 - Compiled with the Workplace Gender Equality Act
 - Considering how or where services are delivered to support social and environmental outcomes
 - Considering the necessity of threshold requirements if they unintentionally act as a barrier to Social Enterprises, Small to Medium Enterprises or local businesses.
 - Encouraging sub-contracting with Social Enterprises.
- Environmentally Responsible
- Fair and Safe Conditions for Workers
 - Compiled with the Secure Local Jobs Code
 - Compiled with ACT Work Health and Safety Certification Policy
 - Compiled with the Guideline for Managing Work Health and Safety on construction work with a value of \$250,000 or more
- Transparent and Ethical Engagement
 - Included an Ethical Supplier Declaration in the Approach to Market
 - Compiled with the ACT Government Prequalification Scheme
 - Published an Advanced Tender Notice related to the procurement on Tenders ACT
 - Compiled with the Competitive Neutrality in the ACT Policy

Gender Sensitive Opportunities

N/A

Sustainable Procurement Policy 2015



ACT Government, 2015

Summary

Policy

Framework

Social

- Creating employment and training opportunities (particularly among disadvantaged groups such as people with disability or mental illness, migrants, Indigenous) thus providing social inclusion.
- Promoting fair employment practices – fair wages, workforce equality, diversity, avoidance of bonded labour.
- Social inclusion – ensuring that marginalised groups are included and have opportunities to participate in local community and economy.
- Diversity and equality in the supplier market – encouraging a diverse base of suppliers (e.g. minority or under-represented suppliers).
- Local sustainability – building and maintaining healthy, strong communities, support social inclusion and enhancing wellbeing of local residents by generating local employment.

Gender Sensitive Opportunities

N/A

Design Standards & Guidelines

ACT Crime Prevention & Urban Design Resource Manual



ACT Department of Urban Services, Planning and Land Management
ACT Government, 2000

Summary

Design Manual

Framework

Lighting

- To promote legitimate activity by users of public spaces after dark.
- To encourage the use of appropriate types of lighting fixtures.
- To ensure the appropriate placement of lighting to avoid shadows and glare which might put pedestrians at risk.

Natural surveillance and sight-lines

- To provide unimpeded sight-lines, particularly along pedestrian pathways
- To encourage natural surveillance from surrounding buildings and land uses
- To improve natural surveillance through increased legitimate use of spaces

Signage

- To provide adequate, easily legible signage to assist pedestrian, particularly older people and people with disabilities, to find their way safely
- To provide signage which indicates safe places and routes

Building Design

- To integrate public buildings into the wider public realm
- To use buildings to support natural surveillance of adjacent open space
- To construct sturdy, attractive buildings to reduce temptations to vandalism and graffiti
- To reduce the risk of public buildings contributing to crime or safety problems

Land Use Mix

- To promote natural surveillance, a wide range of legitimate activities, community ownership and increased use of public spaces
- To create a mix of uses which promote round-the-clock surveillance and are compatible with neighbouring uses such as residential areas and placement of appropriate landscaping

Landscaping

- To create a friendly and pleasant environment, at the same time as protecting users
- To support ease of maintenance by not creating fragile landscaped areas
- To support and reinforce security principles such as natural surveillance and sight-lines, by the selection

Spaces safe from entrapment

- To reduce the risk of attack by hidden persons
- To eliminate possible entrapment spaces and reduce the danger of people being attacked where they have no direct means of escape
- To reduce that the location and design of facilities such as ATM's do not create entrapment spaces

Management & maintenance

- To ensure prompt maintenance and repairs.
- To facilitate prompt reporting of any damage or repair needs.
- To promote a perception that an area is well maintained and is well cared for by its local community.
- To discourage graffiti and vandalism.
- To install equipment and fixtures that are vandal resistant and can be easily cleaned, repaired or replaced, without creating an "institutional" appearance.


Gender Sensitive Opportunities

Crime Prevention Through Environmental Design is a strong factor in ensuring that the public realm is designed in consideration of gender sensitive approaches. Reviewing and incorporating recommendations from ARUP and XYX Lab’s research regarding lighting, including luminance levels, multiple lighting sources, layered lighting approaches, lighting specification, and warmth, into standard practice is one of the ways to improve our public realm outcomes.

Additional measures can include reducing the amount of CCTV used within the public realm and instead improving passive surveillance and maintaining clear sight lines into and throughout the site, and ensuring adequate pedestrian and cycle access to increase activation where possible.

Disability Standards for Accessible Public Transport 2002

Office of Legislative Drafting and Publishing, Attorney-General’s Department,
Canberra
ACT Government, 2002



Summary

Legislation

Framework

- Min unobstructed width of access path 1200mm
- Min unobstructed width of a moving foot-way 850mm
- Resting points to be provided along access path if walking distances between facilities or services exceeds 60m
- Waiting areas provide min 2 seats or 5% of the seats must be identified as available for passengers with disabilities
- Allocated space
 - Min size – 800 x 1300mm
 - Head height – 1500mm
- Buses provide 2 allocated spaces with more than 32 fixed seats
- Buses provide 1 allocated space with less than 33 fixed seats
- Train cars provide 2 allocated spaces
- Train cars can have 8 allocated spaces in one car of a set
- Handrails to be used as form of passive guidance
- One unisex accessible toilet without airlock to be provided in toilets are provided
- Accessible toilets to be located in same location as other toilets
- Electronic signs to be visible for at least 10 seconds unless the electronic notice is for the purpose of ticket validation
- Lighting to be at least 150 lux at the entrance and at the point where passengers pays for his or her fare
- 5% of information desk to be accessible for passengers in wheelchairs
- People who are deaf or have a hearing impairment must be able to receive a message equivalent to the message received by people without a hearing impairment
- Large print format type size must be at least 18 point sans serif characters

Gender Sensitive Opportunities

The literature review has identified that public transport and public transport hubs pose a number of significant gender sensitive design challenges to increase the perception of safety and reduce the threat of harassment and assault. Reviewing the way people utilise public transport, throughout the day and not just during the peak period, will assist in ensuring that public transport is an equitable mode of transport for all.



Summary

Code containing provisions that address particular planning and design issues

Framework

- Exterior carparks with low night-time activity min average luminance of 10 lux and min of at least 4 lux
- Exterior carparks with high night-time activity min average luminance of 20 lux and a min 10 lux
- Average luminance of 50 lux for parking spaces in outdoor car parks for people with disabilities
- Lighting in carparks ensure lighting is such that a person can see the inside of a car's back seat before entering
- Consistent lighting that does not create shadows
- Maximise sight-lines within carparks through removal of dense bush or tree landscaping, solid fences or signage that blocks views
- Ensure lift enclaves in enclosed carparks are not enclosed by concrete, but are surrounded by window glazing to facilitate supervision and natural surveillance
- Signage to easily locate car
- Clear pedestrian routes within car parks
- Avoid large expanses of carparking
- Car parks should be kept small – more than 75 cars in one lot make it difficult to see and travel to safety exits
- Use vehicle-control measures
- Employ pedestrian control measure – regulated entry and exits
- If seating is installed, located it to reduce loitering and should not be located near toilets

Gender Sensitive Opportunities

Reviewing and incorporating recommendations from ARUP and XYX Lab's research regarding lighting, including luminance levels, multiple lighting sources, layered lighting approach, lighting specification, and warmth, into standard practice is one of the ways to improve our public realm outcomes through a gender sensitive lens.

Summary

Code containing provisions that address particular planning and design issues

Framework

- Increase cycling commuter trips from 2.3% in 2001 to 7% in 2026
- Bicycle parking to be located outside of pedestrian movement paths
- Arranged as to not damage adjacent uses – landscaping
- Protected from maneuvering motor vehicles and opening doors
- Bicycle racks to be located with 30m of public entrance to the development
- Bicycle lockers (enclosure or supervised parking station) to be within 100m of public entrance to the development
- Where more than one shower is required, separate shower and change facilities are to be provided for males and females
- Change facilities – a combined shower and change cubicle; or, one communal change room for each gender, directly accessible from the showers for that gender without passing through a public space

Gender Sensitive Opportunities

Increased capacity for bicycle routes and bicycle parking within the public realm increases passive surveillance and equitable access to the public realm.



Summary

Code containing provisions that address particular planning and design issues

Framework

Public Realm

- To establish natural surveillance, territorial reinforcement and natural access
- Provide natural surveillance of open space and
- Community areas
- Clear entry and exit points and accessible route through
- The space
- Planting not to obscure views
- Ensure plant material are sturdy within areas of high crime, to make it difficult to snap main growing stem – heavy standard 140-160mm girth or semi mature trees 200-270mm girth
- Hardscape used to delineate movement areas from semi-private areas
- Lighting to code
- Signage to code
- Signage located at entrances and are clearly visible at all times

Travel and Access

- Encourage walking and cycling to increase number of people within public realm
- Optimise use of public transport providing direct access and maximising natural surveillance
- Pedestrian routes, bicycle paths and lanes are designed to maximise opportunities for natural surveillance
- Provide direct access to building entrances, car parks and public transport
- Ensure sight-lines are maintained – max planting height of 600mm and tree branches above 2m
- Locate bus and taxi ranks so that natural surveillance is possible

Services

- Public Toilets – ensure that toilets are located in obvious locations and not isolated from activity centres; entrances are highly visible so that people cannot loiter or enter without being seen; and public seating and telephones are located away from public toilets to avoid opportunities for loitering

Gender Sensitive Opportunities

Crime Prevention Through Environmental Design is a strong factor in ensuring that the public realm is designed in consideration of a gender sensitive approach. Reviewing and incorporating recommendations from ARUP and XYX Lab's research regarding lighting, including luminance levels, multiple lighting sources, layered lighting approach, lighting specification, and warmth, into standard practice is one of the ways to improve our public realm outcomes.

Additional measures can include reducing the amount of CCTV used within the public realm by improving passive surveillance and maintaining clear sight lines into and throughout the site, and ensuring adequate pedestrian and cycle access to increase activation and equity of access where possible.



Summary

Code containing provisions that address particular planning and design issues

Framework

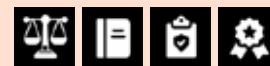
- Provide reasonable, non-discriminatory, equitable and dignified access for people regardless of disability, to buildings, services and facilities that are design to have general access
- Parking is provided at designated location to meet needs of people with disabilities
- Continuous accessible path of travel is provided for owners, occupants, employees and visitors
- Lighting to code
- Wayfinding to code
- Illuminated signs/symbols 30% in contrast to the background
- Automatic doors for public entrances

Gender Sensitive Opportunities

Access and mobility within the urban environment should be equitable for all. Designing the public realm to include paths, furniture elements, lighting design and signage to ensure we are catering to a range of users regardless of their age, gender and culture.

Reviewing the standard application of these elements to ensure that they meet national and international benchmarks for gender sensitive design is critical to ensure we maintain an equitable public realm.

Territory Code Community & Recreation Facilities Location Guidelines General Code



ACT Planning & Land Authority
ACT Government, May 2018

Summary

Code containing provisions that address particular planning and design issues

Framework

- To protect and enhance social amenity for all ACT resident and visitors. Social amenity includes access to services, safety and equity in the distribution of facilities
- Where required to move more than 18m a max gradient should be between 1:20 and 1:33
- Parking provided close to entrances for those with disabilities and the elderly
- Facilities with high pedestrian use should avoid locations of arterial roads and other roads with high traffic volumes
- To maximise efficient land use, accessibility and convenience for uses through clustering related facilities and encourage shared use
- Locate facilities within 500m of bus stops (400m for the elderly and 200m for children)
- To protect and enhance residential amenity for ACT residents whilst meeting the need to provide access to facilities best located in the residential area
- Residential areas to be within 400m of local parks with playground facilities

Gender Sensitive Opportunities

The Community & Recreation Facilities Location Guidelines take into consideration a vast number of opportunities to improve gender sensitivity within the public realm. Ensuring that these facilities are located within local centres, close to public transport and open space are key to establishing an equitable social infrastructure. Incorporating key CPTED principles when siting community and recreation facilities can increase passive surveillance and maintaining clear sight lines.

Territory Code Signs General Code



ACT Planning & Land Authority
ACT Government, May 2008

Summary

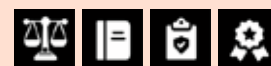
Code containing provisions that address particular planning and design issues

Framework

- Sign must not project above or below the building fascia
- Protrude a max. 200mm out from fascia
- Min setback of 1200mm from the sign to the road kerb /shoulder
- Min clearance of 2.5m from lower point of the sign to the sign to the pathway
- Information signs max. 2m

Gender Sensitive Opportunities

Signage placement and design should be considered as part of broader urban design strategies. Signage when placed in the public realm should adhere to CPTED principles, and where branding is incorporated, it should undergo a review process to ensure that the messaging is suitable and supports a gender sensitive public realm.



Summary

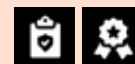
ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Street Planning - Road Hierarchy
 - Desired network function
 - Compatibility with main and local walking and cycling routes
- Street Planning - Legibility
 - Sufficient differentiation between the street functions as required by the Estate Development Code
 - Utilising landmark features within the structural layout to enhance legibility
- Street Planning - Integrated Design Principles
 - Maximising amenity, safety and convenience and those related to the driver's perception of appropriate driving practices
- Street Planning - Age friendly design concepts
 - Provide accessible path of travel to and from open space areas
 - Reduce road crossing distance for pedestrians
 - Access to public transport
 - Provide public seating set back from main thoroughfares. Seating to include armrests and backrests
 - Adult recreation facilities such as fitness circuits
 - Avoid unnecessary changes in levels
- Street Planning - Environmental Considerations
 - Identity and prevent potential for environmental harm
- Street Planning - Climate change adaption
 - Landscaped areas are designed to provide amenity and biodiversity, protect building and spaces from the elements and incorporate sustainable urban drainage systems
 - Plan buildings, gardens and public spaces to exploit the best solar orientation
 - Create a permeable network of direct routes to increase the sustainability of the development
 - Species selection appropriate to the Canberra climate
 - Species selection and layout to maximise canopy and shading to reduce heat island effect
 - Incorporate more frequent and extreme events into stormwater drainage design

Gender Sensitive Opportunities

The Street Planning and Design standard takes into consideration a range of design considerations that can contributing to a gender sensitive and equitable design outcomes. Further consideration can be placed into the naming of streets and public spaces to make them more representative and inclusive.



Summary

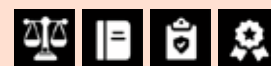
ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Flexible pavements consisting of granular pavement materials without dust free surfacing should be considered only for remote rural roads, minor access roads or temporary roads, in each case where access is via an existing unsealed road

Gender Sensitive Opportunities

Incorporation of universal design principles and DDA requirements when undertaking pavement design is critical to providing a universal design and compliant public realm. The implementation of paved, concrete and or granular surfaces should be reviewed at all scales from a strategic application down to the site application to ensure the right surface material is being utilised to encourage universal use and access.



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Increase cycling and walking to 7% by 2026
- 40km/h speed limit within town and group centres to encourage active mobility
- Provide bicycle lanes on all new arterial and major collector roads
- Retrofitted on-road cycling facilities to arterial and major collector roads

Active Travel Routes

- Community Routes – provide active transportation for all walkers and cyclists. Consist of four levels in the Community Route hierarchy including – principles, main, local and access.
 - Community Route hierarchy and separately to the road network.
 - A Main or Local Community Route may be located in the verge on one side of a minor collector road (using a 3.0m wide trunk path) with an Access Community Route located on the opposite side of the road
 - The path type usually associated with this route type (ACR – General) is a minor path (1.5m wide)
 - If this Access Community Route is a ACR-Special, for example located adjacent to a major community facility such as a school the facility type should be an intermediate path (2.0m wide) or may be a fully paved verge.
 - Paths should follow “desire lines” as closely as possible, except when there is reason to believe that factors such as danger or inconvenience have discouraged the use of potentially valuable routes
 - Separation of bicycles from vehicles is beneficial to all road users
- Accessible Pedestrian Routes – these are special needs type routes which identified in town, group and local centres. Routes included consistence guidance to assist mobility impaired people.
- Equestrian Routes – network facilities for people on horseback. Equestrian routes may share with Community and Recreational Routes in established areas.
- On-road Cycling Routes – provide active transport for cyclists only.
- Recreational Routes – provide active recreation for people walking and cycling on different types of bikes and include Canberra Centenary Trail and the Lake Circuits.
- Paths should address the requirements of aged people and people with disabilities including access to public transport with connecting paths and crossing points to allow suitable access to bus stops

Gender Sensitive Opportunities

The majority of women do not feel safe within many public spaces including public parks, bus stations and in commercial areas, especially after dark. To assist in changing this perception we need to assess these environments, retrofit them and build an evidence basis for designing new spaces differently to improve the perception of safety for women, so that they can participate more fully in public space and feel more comfortable engaging in both active and multi-modal transport for trip chaining.



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- To create active travel friendly neighbourhoods through the identification of appropriate route alignments which can inform the provision of active travel facilities.
 - Consider the existing Active Travel Route Alignments and the capacity to service the study area.
 - Identify alignments for future active travel routes in accordance with the hierarchy identified in MIS05 with consideration of the requirements of each route type.
 - Identify crossing points of major roads where grade separation may be required for Main and Local Community Routes, Recreational Routes or Equestrian Routes.
 - Planning for Town Centres, Group Centres, district public transport nodes or other major employment locations must identify connection to Main Community Routes and the Main On-Road Cycling Routes.
 - Planning for Local Centres, major community facilities, suburban public transport nodes, schools, recreation centres and the like must identify connecting Local Community Routes and Local On-Road Cycling Routes.
 - Planning for local bus routes must identify Access path connections between bus stops and developable areas.
- Provide active travel facilities that cater for everyone in the community
 - Identify crossing points on Collector and Arterial Roads that are suitable for aged people and people with disabilities to provide continuity of main and local active travel routes
 - Estates that include blocks that are zoned CZ1, CZ2, CZ5 or RZ5 must provide Accessible Pedestrian Route Facilities along the frontage of those blocks designed in accordance with MIS05.
 - Consider the existing Active Travel Route Alignments and the capacity for the development to contribute to the identified Recreational Routes including any interaction with equestrian trails.
- To create active travel friendly development through the provision of appropriate active travel facilities
 - Development within Town Centres, Group Centres, or at district public transport nodes or other major employment locations must identify connection to the Main Community Route Network and the Main On-Road Route Network.
 - Development within Local Centres, or at major community facilities, suburban public transport nodes, schools, recreation centres and the like must identify connecting Local Community Routes and the Local On-Road Cycling Routes.
 - Developments of the two types identified above must identify Access path connections between the development and bus stops that are within 400 metres.
 - Development must provide end of trip bicycle parking and facilities in accordance with the Bicycle Parking General Code.
 - When Main and Local Community Routes are located in the road verge, vehicular access across the verge should be restricted.

Gender Sensitive Opportunities

The majority of women do not feel safe in public spaces including public parks, bus stations and in commercial areas, especially after dark. To assist in changing this perception we need to review the design of these environments through a gender lens, to increase the perception of safety by women, to ensure women and vulnerable communities can participate more fully in public space and feel more comfortable engaging in both active and multi-modal transport for trip chaining.

**Municipal Infrastructure Standard
MIS 11 - Off-street Parking**



Transport Canberra and City Services
ACT Government, April 2019

Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

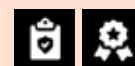
Framework

- Convenient and safe access for pedestrians, vehicles and cyclists.
- Parking for all users as appropriate to the location, including consideration for anticipated forms of transport (including motorbikes, bicycles, scooters), parking duration and vulnerable user groups.
- Disabled parking and conformance to the Disability Discrimination Act.
- Shading to reduce evaporative emission levels of parked cars, lessen the urban heat island effect and improve protection of street furniture.
- Maximise shading to car parks through the location of tree plantings and protection of tree root zones
- Provide clear sight-lines into and through the car park
- Minimise pedestrian circulation in trafficable areas

Gender Sensitive Opportunities

N/A

**Municipal Infrastructure Standard
MIS 12 - Guide Signs**



Transport Canberra and City Services
ACT Government, April 2019

Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Destinations for which guide signs are provided are defined to be:
 - Urban destinations,
 - Services,
 - Tourist attractions and heritage sites, and
 - Rural destinations.

Gender Sensitive Opportunities

Research conducted by XYX Lab (Monash University) notes that signage and branding within the public realm can often include gendered names or messaging which can reduce women's positive perception of the public realm. Reviewing general signage design standards and implementation could assist in delivering more gender sensitive and equitable public realm outcomes.

**Municipal Infrastructure Standard
MIS 13 - Traffic Control Devices**



Transport Canberra and City Services
ACT Government, April 2019

Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Bus stops are to be staggered when installed on the road pavement with the stagger arrangement dependent on the road type and width, taper length, sight-lines and location of intersections, paths, driveways and other street furniture.
- Due to sight distance at pedestrians crossing facilities, bus stops should not be placed immediately downstream of the adjacent bus stop unless the stopped bus fully prevents cars from passing e.g. when adjacent to a refuge island.
- Due to sight distance requirements bus stops should not be placed immediately upstream of pedestrian crossing facilities unless the stopped bus fully prevents cars from passing e.g. when adjacent to a refuge island. The refuge island shall be of sufficient length that it is clearly visible to oncoming motorists and will discourage drivers from passing to the right of the island.

Gender Sensitive Opportunities

N/A

**Municipal Infrastructure Standard
MIS 15 - Urban Edge Management**



Transport Canberra and City Services
ACT Government, April 2019

Summary

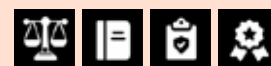
ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Avoid creating gaps of greater than 100m between tree trunks to provide appropriate cover for native fauna.
- Min pavement width 3.5m
- Passing bays max spacing of 250m
- Utilise clumped shrub planting to ensure that the distance of bare ground between suburban trees and nearby bushland does not exceed 100m

Gender Sensitive Opportunities

N/A



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Planting suitable tree species that help to cool the urban environment by reducing the Urban Heat Island (UHI) effect. Trees can have a direct effect on the regulation of local temperatures through evapotranspiration and shading
- Planting tree species that handle reflective heat from pavements
- Planting suitable tree and plant species that will provide appropriate habitat to shelter and protect local animal species during extreme weather events
- Maximise the amount of permeable surfaces to reduce the levels of radiated heat and provide a greater surface area for stormwater to permeate the soil
- Management of vehicle, pedestrian and bicycle movement and any associated wear and surface erosion, including limiting access through design and installing appropriate stock and vehicular restraints where appropriate, to prevent loss of habitat quality through damage to understorey and ground cover species, protect remnant vegetation
- Provide wildlife corridors to link habitat and allow wildlife to move across the landscape, where required by the Territory Plan or the design brief, by providing:
 - Breaks in tree canopy less than 100m;
 - Habitat areas of at least 10ha; and
 - Habitat areas not further than 1.1km apart.
- Hire a heritage consultant to conduct a site assessment for identifying items of cultural and heritage significance that need to be protected and integrated into the urban open space design
- Provide safe, effective active travel networks and nearby public transport options to promote active travel and reduce greenhouse emissions through the reduction in car dependency
- Route planning shall respond to desire lines and the potential impact of shortcutting. Through paths must be as direct and convenient as possible noting the requirement for preservation of existing features (for example registered trees) and accessibility requirements
- Paths and community routes that, as far as possible, allow for a continuous, accessible path of travel in pedestrians and cyclists so that people with a range of access and mobility needs
- Provide open spaces that are designed for safe use to improve perceptions of safety and opportunities for social interaction

Gender Sensitive Opportunities

Many urban open spaces are avoided by many vulnerable groups due to a lack of gender sensitive design considerations. Ensuring that CPTED principles are incorporated within the design, including promoting passive surveillance from adjoining buildings, lighting in accordance with XYX Lab (Monash University's) research findings and maintaining clear sight lines, all contribute to increased positive perceptions of public space.



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Effective transport facilities, (particularly at town centres) safe, functional and attractive bus interchanges, taxi rank areas and set down and drop off areas
- Improved path links with easy access from road and cycle networks and bus stops
- Access to and throughout the centre(s) without barriers, for all people regardless of their abilities
- Active travel facilities that consider active travel route alignments and are designed to meet user requirements along any accessible routes through the area
- Path widths for various active travel route types, which are clear of all items (seating, trees and barriers) with allowance for buffer zones and consideration of soft landscape encroachments and maintenance
- Public toilet facilities in shopping centres need to be analysed in terms of their adequacy in lighting, accessibility, suitability of location, safety and security factors. The decision to replace or refurbish existing toilets at a shopping centre is generally dependent on the available budget, the condition of the existing toilets, community consultation outcomes and the availability of a suitable site
- Engaging in thorough and meaningful community consultation and participation
- Encouraging consultation and participation from landlords and traders
- Incorporating community thoughts and desires into design outcomes
- Providing spaces for formal and informal community gathering or events

Gender Sensitive Opportunities

Promoting the best possible use of commercial ground floor program can draw people into the public realm, ensuring that they can be accessed by both pedestrians and cyclists promotes wellbeing and increases passive surveillance, which in turn increases the perception of feeling safe.



Summary

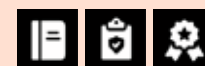
ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Well designed public spaces promote human activity and provide greater opportunities for social interaction and passive surveillance
- Be suitable for use by people with a wide range of needs including children, the aged and people with disabilities
- Consider function e.g. Seats should be comfortable and include backrests and armrest to cater for elderly, pregnant women and less mobile persons
- Consider performance characteristics such as heat and cold of seating, e.g. Do not utilise black coloured seating in full sun where it may become too hot or the effects of frost on materials during winter months
- Appropriate quantity and distribution of street and park furniture is to be provided to suit the function of the space, adjacent facilities, associated access networks, the estimated number of people that will use the site (dwelling, employment, education and recreational density), and accessibility
- Seating shall be more concentrated around key destinations. For example:
- Locate a seat at least every 50m on an access way from parking or set down to facilities such as toilets, barbecue, seating areas, play spaces, major artworks, etc;
 - Locate a seat at least every 100m within a 400m radius of a key destination: and
 - Locate a seat every 200m to 500m in other frequently used areas, depending on anticipated usage.
 - Where seats are adjacent pedestrian routes provide a minimum 1m clearance from edge of path to seat
- Ergonomic seat height typically 425mm-450mm
- In major public areas, bins are to be placed at 30-40 metre intervals and sited as single units rather than multiples – high use areas may require more bins

Gender Sensitive Opportunities

The Street and Park Furniture MIS provides a comprehensive approach to the location of furniture within the public realm. Further consideration into furniture design location and arrangement should be considered to ensure that universal design principles and relevant standards are met ensuring the public realm is accessible for all.



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Provide a range of carer facilities that:
 - Offer clear sight-lines, there shall be no visual obstructions from landscape features that are not obstructed by landscape features such as low limbed trees, shrubs and hedges, walls or level changes;
 - Encourage parents and carers to participate in the play experience. These considerations are especially important near play equipment catering for younger ages (toddler and junior children); and
 - Encourage interaction between parents and carers.
- Incorporate passive surveillance, such as busy pedestrian pathways, surrounding streets, residences and other use areas;
- Provide shade and seating to carers; and
- Provide adequate space and suitable surfaces for prams.
- Encourage walking and cycling which overlooks the recreation facilities
- Plan for the social aspects of older children's games including spectator seating
- A choice of activities for both individuals and groups, regardless of age or ability.
- An open grassed space suitable for activities such as ball games, running or group play.
- An accessible social space. As a minimum, one seat facing the play space, from which an adult can be close enough to see children, talk to them while playing, and reach them quickly if required.

Gender Sensitive Opportunities

Ensuring that CPTED principles are incorporated in the siting and design of recreation facilities to increase passive surveillance and maintain clear sight lines for users will assist in deliver more gender sensitive and equitable outcomes and increase participation.



Summary

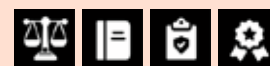
ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Only pictograms that have been researched and properly tested shall be used. These may include those based on AS2899, US Federal Bureau of Transportation, US National Parks or NSW National Parks and Wildlife Service.
- Signs are effective when:
 - Numbers are kept to a minimum;
 - They are of immediate interest;
 - Each sign is placed where there is a clear view of them from a distance;
 - The reader's attention is taken by only one sign at a time;
 - Each sign is part of a series with which readers will identify;
 - The visitor is most receptive to their message; and
 - Directions out of the park are also available.
- Signs located in grassed areas should be 2.5m or more from other signs and vertical obstacles to allow ride on mowers to manoeuvre. A 150mm mowing strip at the base of posts, or grouping posts and obstacles in areas of hard paving will simplify maintenance. Where possible signs should be located in surfaces other than mown grass.

Gender Sensitive Opportunities

Research conducted by XYX Lab (Monash University) notes that signage and branding within the public realm can often include gendered names or messaging which can reduce women's positive perception of the public realm. Reviewing general signage design standards and implementation could assist in delivering more gender sensitive and equitable public realm outcomes.



Summary

ACT specific technical design guidance for civil and open space assets and should be read in conjunction with the referenced design documents

Framework

- Public toilets should be located in places that are easily accessible by the general public and should be near car parks. In instances where multiple toilet units (two or more cubicles) are required to improve ease of access in large public parks
- The toilets shall provide for the needs of people with disabilities and other special needs.
- The toilets shall be designed to allow caregivers, including those providing assistance to members of the opposite sex, to provide assistance and supervision
- Provide maximum visibility of the toilet building and entries, while maintaining privacy for the users
- Locate public toilets on a continuous accessible path of travel from other accessible facilities in the area such as car parks, picnic areas and shops
- Clear sight-lines to toilet entry
- Toilets visible from public space
- Adequate lighting in and around the toilet cubicles
- Sanitary napkin and tampon disposal units are to be provided in cubicles of all female and unisex toilets. This is usually managed through a contract with an external supplier
- Sharps disposal containers are to be provided in all public toilets in urban open space
- Direct flush system and cisterns to be recessed and not visible to the public (in a separate compartment)
- Strong walls and doors that are graffiti, fire and scratch resistant
- Robust hinges to doors
- Graffiti proofed walls
- Walls to be corrugated to provide strength and reduce graffiti
- Installation of external pad bolts to be agreed with the client, either supplied by the client or fabricated as per agreed design, compatible with 50mm padlocks and with a vandal resistant shroud cover
- Fittings such as soap dispensers and baby change tables are to be recessed where possible to reduce unauthorized removal and breakage
- Non flammable fittings particularly toilet paper dispensers, soap dispensers and coat hooks
- Toilet paper dispensers designed to reduce fire spreading into the container if the exposed toilet paper is ignited
- Durable external signage and instruction panels
- Stainless steel hand basins
- Stainless steel toilet bowls with integral seat top designed to provide a comfortable fully contoured seat
- If toilet seats are installed, toilet seats to be of durable material and difficult for vandals to remove, however they are to be easily and feasibly replaceable by maintenance staff
- Stainless steel for mirrors
- Skylights to be polycarbonate and have bars fitted
- Automated doors and automated toilet paper dispensers are not to be included
- Automated recessed soap dispensers are preferred and must be above the sinks to stop spillage onto the floor
- Sensor operated water taps are acceptable, though taps are preferred due to ease of servicing

Gender Sensitive Opportunities

It is clear from the literature review that public toilets are identified as unsafe environments or places that feel unsafe to women and other vulnerable groups. Further consideration needs to be placed on the provision of public toilets within the public realm not just in relation to gender inequalities, but also age. The lack of public toilets within some urban centres and public transport hubs can prevent older women from traveling. Further design considerations need to include the provision of good visibility, clear orientation and pathways, and lighting and maintenance to encourage use and a sense of safety.

8.0 CONCLUSION

Despite women, girls, and sexual and gender diverse people making up over 50% of the world's population, it seems that to build a community where women and girls are safe and supported to participate, then we need to acknowledge that design can be both part of the problem and part of the solution and move beyond the universalising of the experience of men.

The Gender Sensitive Urban Design Guidelines and Implementation Toolkit project has the capacity to contribute to a relatively limited research base nationally and internationally reinforcing the importance of the project's completion, implementation, and evaluation. The desktop research component contributes an evidence basis to the strategic justification for enhanced regulatory requirements, as set out in ACT Women's Plan 2016-26.

What is also readily apparent is that the outcomes of this project need to impact structural and cultural change in terms of both governance and design, across a range of scales and contexts.

Based on our assessment of the desktop research we have confidence in the appropriateness of the modes, methods and place-based assessments place-based surveys and analysis and direct engagement and communication.

Our assessment also identifies that a gap exists in the development, deployment, assessment, and ongoing evaluation of gender sensitive design, presents an exciting opportunity for the ACT Government and the project team, and we are confident that this project can deliver much needed meaningful and substantive change.

9.0 RECOMMENDATIONS

Project Recommendations

The project recommendations identified as consequence of our desktop research can be broadly summarised as:

1. Review and refine where needed the objectives of the brief in the context of the desktop review.
2. Acknowledge and foreground both the limits and responsibilities of both design and governance.
3. Address gaps in the local data, in particular a data gap in the cohort of young girls, women, and nonbinary communities in the age group of 12 to 18 years old.
4. Address the scales that align to the remit of the project brief and make recommendations for those that may not.
5. Adopt an inter-sectional, gender-specific and place-specific approach to the development of people-centred gender sensitive principles and guidelines.
6. Strengthen existing policy through a gender mainstreaming.
7. Broaden the Canberra, Australian, International and research base beyond gendered sexual harassment and violence in public space.
8. Educate the community and government by foregrounding that knowledge is embedded in language, which in turn is inextricably to power by socialising the research - informing planners, policy makers, designers, and whole of government.
9. Strengthen the messaging by sharing local lived experiences.
10. Provision for/mandate ongoing evaluation of the project's implementation .

10.0 GLOSSARY

Knowledge is embedded in language, which in turn is inextricably to power. Because individual-determination is key to concepts of gender it is critical to understand key social concepts or social development concepts when engaging in gender sensitive design. Gender equity relies on engagement which relies heavily on communication. We have therefore included over 50 definitions in the project glossary that relate to this project and to a gender sensitive approach.

Term	Meaning	Source
Activity centre	The traditional focus for services, employment and social interaction in cities and towns. People shop, work, meet, relax and live in activity centres. Usually well served by public transport, they range in size and intensity from local centres to Group and Town Centres and the City Centre.	Territory Code Crime Prevention Through Environmental Design General Code
Areas close to local centres	(400 metres /average 5-minute walk) - areas that could be suited to medium density housing typologies. This could apply to the RZ2 Residential zone under the Territory Plan.	ACT Planning Strategy 2018
Benevolent gender bias	When people seek to provide support to women, but end up preventing them from being challenged or demonstrating their ability. This can end up devaluing female accomplishment and can undermine female leadership.	Gender Equity Toolkit
Built Environment	The built environment constitutes the human-made, physical spaces in which human activity takes place. This can include buildings, streets, public spaces like parks and plazas, transportation systems, and land use patterns. The built environment is a system that can influence physical and mental health, public safety, commerce, and traffic patterns (Frank et al., 2003; Handy et al., 2002).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Canberra Region	The area comprising the Australian Capital Territory and the Bombala, Boorowa, Cooma-Monaro, Eurobodalla, Goulburn-Mulwaree, Harden, Palerang, Queanbeyan, Snowy River, Upper Lachlan, Yass Valley and Young shires.	The Procurement Values Guide
Cisgender	Cisgender or cis (meaning “in alignment with” or “on the same side”) people are those whose gender identity is in alignment with the sex assigned to them at birth.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
City Centre	The commercial and retail centre of Canberra, also known as Canberra City or Civic.	Territory Code Community and Recreation Facilities Location Guidelines General Code
Disadvantaged groups	Disadvantaged groups such as people with disability or mental illness, migrants, Indigenous.	Sustainable Procurement Policy 2015
Entrapment spots/ hiding places	Small, confined areas, shielded on three sides by some sort of barrier that may be used by criminal offenders to trap potential victims or conceal themselves.	Territory Code Crime Prevention Through Environmental Design General Code

Term	Meaning	Source
Explicitly versus implicit bias	Overt discrimination, such as hate speech and sexist commentary, can be consciously regulated and persecuted, whereas more covert actions impact us on an unconscious level, making it harder for people to take actions against them.	Gender Equity Toolkit
Gaybourhoods	An area of a city or town characterized as being inhabited or frequented by gay people.	The queer city: how to design more inclusive public space
Gender	Gender refers to social, behavioral, and cultural attributes, expectations, and norms associated with being male or female.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender Analysis	Gender analysis is a process of considering gender and gender inequalities when analysing data and in program planning. It informs action to address inequalities that arise from the different roles of women and men, the unequal power relationships between them and the consequences of these inequalities on their lives, their health and wellbeing.	Creating Safe and Inclusive Public Spaces for Women
Gender-Based Violence	An umbrella term for any harmful act that is perpetrated against a person's will and stems from socially ascribed (i.e. genderbased) differences between males, females, and people who do not conform with gender norms. GBV includes acts that inflict physical, mental, or sexual harm or suffering; threats of such acts; and coercion and other deprivations of liberty, whether occurring in public or private life (IASC Guidelines, 2015, modified).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender bias	Unfair difference in the treatment of men or women based on their gender.	Gender Equity Toolkit
Gender Equality	Gender Equality represents the equal rights, responsibilities and opportunities of women, men and Trans and gender-diverse people. Equality does not mean that women, men and trans and gender non-binary people will become the same, but that their rights, responsibilities, and opportunities will not depend on their gender.	Creating Safe and Inclusive Public Spaces for Women
Gender Equity	Gender equity entails the provision of fairness and justice in the distribution of benefits and responsibilities on the basis of gender. The concept recognises that people may have different needs and power related to their gender and that these differences should be identified and addressed in a manner that rectifies gender related imbalances.	Creating Safe and Inclusive Public Spaces for Women
Gender Equity	Equal rights, responsibilities, and opportunities for people of all genders. Equality between women and men is seen both as a human rights issue and as a precondition for, and indicator of, sustainable and people-centered development. Here it should be stressed that gender equality implies equality for all genders, not just men and women.	World Bank Handbook for Gender-Inclusive Urban Planning and Design

Term	Meaning	Source
Gender Equity	Equal outcomes for people of all genders. Where gender equality implies people of all genders should have the same starting point of equal rights, responsibilities, and opportunities, gender equity implies that they should be enabled to reach an equal end-point through the provision of benefits, resources, and opportunities that meet their specific needs. These benefits, resources, and opportunities may be the same or different depending on the specific needs and challenges faced by people of a certain gender, especially when also taking into account other factors such as race, ethnicity, age, ability, income, and class.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender Expression	The way we show our gender to the world around us, through things such as clothing, hairstyles, and mannerisms, to name a few.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender Identity	Each person's deeply-felt internal and individual experience of gender (e.g. of being a man, a woman, in-between, neither, or something else), which may or may not correspond with the sex they were assigned at birth or the gender attributed to them by other people. Note that this sense of self is not related to sexual orientation. Gender identity is internal; it is not necessarily visible to others.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender-Inclusive	An approach that takes an inclusive view of gender, considering people of all genders and sexualities as well as intersections with factors such as race, ethnicity, income, class, age, and ability, to ensure the voices of people of all genders are heard and integral to project design, delivery, and evaluation, with the goal of promoting gender equity.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender Mainstreaming	Gender Mainstreaming is a process that systematically integrates gender perspectives into legislation, public policies, programs, and projects. This process makes women's concerns and experiences an integral dimension of the design, implementation, monitoring, and evaluation of policies and programs in all political, economic, and societal spheres with the goal of achieving gender equality (United Nations, 2002). The World Bank Group's Gender Group highlights gender gaps as a good practice version of Gender Mainstreaming.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Gender norms	The socially accepted ways of acting out one's socially defined gender. We learn what is expected of our gender from socialization, parents, schools, the media and other social institutions.	Gender Equity Toolkit
Glass cliff	A euphemism for when women are more likely to be placed in precarious leadership roles that are considered risky and have a higher rate of failure associated with them.	Gender Equity Toolkit

Term	Meaning	Source
Group Centre	Centres that service several nearby suburbs and provide easy access to major services, retailing and other commercial and community uses that meet the weekly needs of its catchment population.	Canberra's Living Infrastructure Plan
Group Centre	An intermediate retail and commercial centres servicing a number of suburbs within a town. Examples of existing centre include Cooleman Court in Weston Creek, Kippax, Jamison Centres in Belconnen and Erindale Centre in Tuggeranong.	Territory Code Community and Recreation Facilities Location Guidelines General Code
Implicit bias	A hidden bias that manifests as a judgment and/or behavior, based on learned stereotypes.	Gender Equity Toolkit
Informal Settlements	Residential areas where inhabitants are deemed by the authorities to have no legal claim to the land they occupy and the system of occupation ranges from squatting to informal rental housing. In most cases, the housing is insecure and poor quality and does not comply with current planning and building regulations. Informal settlements are also often situated in the most precarious urban areas where basic services and infrastructure, including public or green spaces, are limited (UN-HABITAT, 2013b).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Intersectionality	A theory and approach which recognises and respects that our identities are made up of multiple interrelated attributes (such as race, gender, ability, religion, ethnicity, sexual orientation, sexual identity, and socio-economic status) and understands the intersections at which women, experience compounding cultural and structural oppression, discrimination, violence and disadvantage.	Creating Safe and Inclusive Public Spaces for Women
Intersex	An umbrella term that refers to people who have one or more of a range of variations in physical sex characteristics that fall outside of traditional conceptions of male or female bodies. Some intersex characteristics are identified at birth, while other people may not discover they have intersex traits until puberty or later in life. Note that intersex is not synonymous with transgender.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Liveability	This is a measure of city resident's quality of life and is used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.	Canberra's Living Infrastructure Plan
Living Infrastructure	Living infrastructure refers to all of the interconnected ecosystems within an urban catchment, including the 'green infrastructure' of trees, gardens, green walls and roofs, parks, reserves and open spaces, and the 'blue infrastructure' of our waterbodies including lakes, wetlands and waterways.	Canberra's Living Infrastructure Plan
Living infrastructure	Includes the 'green infrastructure' of trees, gardens, green walls and roofs, parks, reserves and open spaces, and the 'blue infrastructure' of our waterbodies including lakes, wetlands and waterways.	ACT Planning Strategy 2018

Term	Meaning	Source
Local Centre	A small retail centre serving a local catchment of one or two suburbs.	Territory Code Community and Recreation Facilities Location Guidelines General Code
Organic mentorship	When a natural relationship support and guidance forms between two people in order to assist one person to learn new skills and leadership. This can occur in different social situations, from workplaces to friendships, and is usually informal in nature.	Gender Equity Toolkit
Overconfidence bias	Studies show that men routinely overvalue their professional capabilities whereas women often downplay and undervalue them.	Gender Equity Toolkit
Participation	Citizen or community member involvement in decision-making processes, which enables the “have-not” citizens, who are typically excluded from political and economic processes, to be intentionally included in shaping the future in order to share in the benefits of an affluent society. It is the strategy by which the “have-nots” join in determining how information is shared, goals and policies are set, tax resources are allocated, programs are operated, and benefits like contracts and patronage are parceled out (Arnstein, 1969).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Participatory Planning & Design	The participation of citizens or community members in decision-making, joint analysis, visioning, and design of the changes in the built environment that affect their lives. It involves the “co-development” or “co-design” of plans and physical interventions with community members and technical experts to ensure the results meet the needs of the end users.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
People with Disabilities	People who have mental or physical impairments that adversely affect their ability to carry out everyday activities on a substantial, long-term basis. These impairments can be visible or invisible. Disabilities can affect a person’s mobility, manual dexterity, physical coordination, continence, ability to lift or carry objects, speech, hearing, eyesight, memory, and ability to concentrate, learn, or understand. Around 15% of the global population has some sort of disability, and prevalence is higher in developing countries (WHO, 2011).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Placemaking	A philosophy for planning, designing, and managing public space that encourages community leadership in the evolution of a place. An iterative and collaborative process of creating places that people love and feel connected to.	Great Place Guide
Placemaking	A multi-faceted approach to the planning, design and management of public spaces. Place making encourages broad community and business involvement in the design, experience, place management and progressive enhancement of the public realm through engagement and participation.	ACT Planning Strategy 2018

Term	Meaning	Source
Practical Gender Needs	A concept defined by Caroline Moser (1993) relating to gender equality and development. Practical gender needs are the needs women identify within their socially accepted roles in society. These needs arise from the gendered division of labor and women's subordinate position in society, and meeting these needs does not challenge this subordination. Practical gender needs are a response to immediate perceived necessity, identified within a specific context (Moser, 1993).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Productive Work	The production of goods and services for consumption or trade, in both employment and self-employment (Moser, 1993).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Reproductive Work	Reproductive work is seen as the chief and "natural" role of women in many regions and cultures. In addition to physical childbearing, it includes the care, socialization, and maintenance of individuals throughout their lives to ensure the continuation of society to the next generation (Edholm et al., 1978). Reproductive work is often invisible, not seen as "real" work, and does not have a clearly defined start and end (Moser, 1993).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Sex	The biological categories of male, female, and intersex to which humans belong, based on sex characteristics and chromosomes.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Sexual or Gender Minorities	Persons whose sex, gender, sexual orientation, gender identity and/or gender expression differ from those of the majority of the surrounding society.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Sexual Orientation	Each person's enduring capacity for profound romantic, emotional, and/or physical feelings for, or attraction to, person(s) of a particular sex or gender. It encompasses hetero-, homo- and bi-sexuality and a wide range of other expressions of sexual orientation.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Silent office work	There are prevailing expectations that women are more communal and collective thus they tend to end up lumped with the more community-based extra work in the office, from organizing birthday parties to providing emotional support. These extra tasks impact a woman's ability to focus on her main work and give men an unfair advantage with their time.	Gender Equity Toolkit
Social infrastructure	Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.	ACT Planning Strategy 2018

Term	Meaning	Source
Strategic Gender Needs	A concept defined by Caroline Moser (1993) relating to gender equality and development. Strategic gender needs are the needs women identify because of their subordinate position to men in their society. Strategic gender needs vary according to particular contexts. They relate to gender divisions of labor, power, and control and may include such issues as land rights, domestic violence, equal wages, and women's control over their bodies. Meeting strategic gender needs helps women to achieve greater equality (Moser, 1993).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Sustainable Procurement	A process whereby organisations meet their needs for goods, works and services in a way that achieves value for money on a whole of life basis in terms of generating benefits not only to the organisation, but also to society and the economy, whilst minimising damage to the environment.	Sustainable Procurement Policy 2015
Territory Entity	Has the meaning given to it by the Government Procurement Act 2001 (ACT).	The Procurement Values Guide
Town Centre	A town centre offers a wide range of facilities and services to serve the community and visitors from the surrounding district. Typically, a town centre offers employment opportunities and provides higher order retail facilities, offices and consulting rooms; cultural, community and public administration; entertainment, educational, religious and residential facilities. Generally, most urban districts in the ACT have a town centre providing access to goods and services bought less frequently.	Canberra's Living Infrastructure Plan
Town Centre	The commercial and retail centre of a town. Existing town centres are Belconnen, Woden, Tuggeranong and Gungahlin.	Territory Code Community and Recreation Facilities Location Guidelines General Code
Transgender	Transgender refers to a person whose sex assigned at birth does not match their gender identity. The term "trans" is often used as shorthand.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Urban Design	Urban design is the creation of useful, attractive, safe, environmentally sustainable, economically successful, and socially equitable places. It involves a number of key design areas, one being open space design, the general as well as detailed design of squares, sidewalks, promenades, courtyards and other open spaces. This may include spatially significant forms of public or environmental art.	Creating Safe and Inclusive Public Spaces for Women

Term	Meaning	Source
Urban Design	The physical shaping of the built environment beyond the scale of individual buildings. It is a multi-disciplinary practice at the intersection of architecture, landscape architecture, and urban planning that is concerned with enhancing the quality and functionality of urban life, while addressing environmental and economic needs (Wall and Waterman, 2010; McHarg, 1992).	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Urban Development	An economic, social, and cultural process in which an area becomes more urbanized and less rural (Henderson, 2003). Urban development may include shifts in employment that rely less on physical labor and more on ministerial/administrative labor, widespread use of technology and industry, and larger, denser human settlements.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Urban intensification areas	The city centre, town and group centres and transit corridors which are areas of high accessibility.	ACT Planning Strategy 2018
Urban Planning	A multi-disciplinary approach to deciding where things get build and why. Urban planning is concerned with the relationship between people and the built environment and ensuring the protection of people's general health, safety, and welfare. Planning does this by creating and assessing plans for the preservation and development of commerce, the environment, transportation, housing, parks and public spaces, and urban design.	World Bank Handbook for Gender-Inclusive Urban Planning and Design
Violence Against Women	Any act of gender based violence that results in, or is likely to result in, physical, sexual harm or suffering to women, including threats of such acts, coercion, or arbitrary deprivation of liberty, whether occurring in public or private life.	Creating Safe and Inclusive Public Spaces for Women
Vulnerable Canberrans	Children and the elderly, and those living in apartments and at the urban fringe	Canberra's Living Infrastructure Plan



Gender Sensitive Urban Design Guidelines & Implementation Toolkit

Literature Review Report

Revision B



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Gender Sensitive
Urban Design

