



Guide for the integration of the gender  
perspective at the local level in

## Safety and Prevention of Violence in Public Space

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## Title

Guide for the integration of the gender perspective at the local level in Safety and Prevention of Violence in Public Space

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My Municipality  
for Equality.

Locally We Build a Better  
Life for Women and Men.





## The European Charter for Equality of Women and Men in Local Life

### Article 21 – Safety and Security

1. The Signatory recognizes the right of each woman and man to security of the person, and to liberty of movement, and that these rights cannot be freely or equally exercised if women or men are unsafe or insecure, whether in the private or public domain, or if they feel unsafe or insecure.

2. The Signatory further recognizes that women and men, in part due to different obligations or lifestyles, often face differing problems of safety and security, which need to be addressed.

3. The Signatory therefore commits itself:

(a) to analyse from a gender perspective the statistics concerning the volume and patterns of incidents (including serious crime against the individual) that affect the security or safety of women and men, and if appropriate to measure the level and nature of fear of crime or other sources of insecurity;

(b) to develop and implement strategies, policies and actions, including specific improvements to the state or design of the local environment (for example, transport interchanges, car parks, street lighting), or to policing and related services, to enhance the practical security and safety of women and men, and to seek to reduce their respective perceptions of lack of safety and security.

(CMRE, 2006: 26)



(UNRIC, 2016: 22-23)

## 2030 Agenda for Sustainable Development

### Goal 11 – Sustainable Cities and Communities

11.1 – By 2030, ensure access for all to adequate, safe and affordable housing and basic services and upgrade slums.

11.2 – By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

11.3 – By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries.

11.7 – By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities.

“Violence against women” is understood as a violation of human rights and as a form of discrimination against women and means all acts of gender-based violence that result in, or are liable to result in, physical, Sexual, psychological or economic harm to women, including the threat of such acts, coercion or arbitrary deprivation of liberty, whether in public life or in private life.

Istanbul Convention (Council of Europe, 2011: 4)

**A safe city is a city that simultaneously promotes the elimination of gender-based violence and equal opportunities for men and women in all spheres of social, economic, cultural and political life (access to employment, education, political participation, resources And leisure, etc.).**

A safe city for women and girls is...

- A city where women and girls can enjoy public spaces and public life without fear of being assaulted.
- A city where violence is not exercised against women and girls in either the home or the street.
- A city where women and girls are not discriminated against and where their economic, social, political, and cultural rights are guaranteed.
- A city where women and girls participate in making decisions that affect the community in which they live.
- A city where the state guarantees the human rights of all people without excluding women and girls.
- A city where the state and local government take actions to provide attention, prevention, and punishment for violence against women and girls.
- A city where the state and local government guarantee women's and girls' access to justices.

(UN Women, 2010, 6)

# Groundings

## The motifs?

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- › Urbanism and spatial planning do not sufficiently incorporate the diversity of people that inhabit the cities, including the different experiences of men and women, as they presuppose a “neutral urbanism”.
- › There is little awareness and attention paid by decision-makers and planning technicians to the specificity of the safety of women, children, the elderly, disabled people, ethnic minorities and other social groups that are vulnerable in public space and in urbanism.
- › Security concepts are still very crime-centered and neglect perceptions and feelings of safety.
- › Violence imposed on women and girls is one of the worst forms of discrimination as it constitutes an extreme kind of violation of their human rights. It is an omnipresent phenomenon in the public or private space, therefore it is essential to scrutinise the stereotyped conceptions of man and woman and of their respective gender roles that support gender asymmetries, violent behaviours and discrimination.



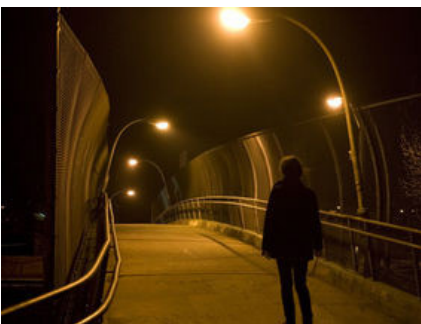
- › In the streets, parks and on public transport, women and girls are more vulnerable to crimes that violate their freedom and sexual self-determination (sexual harassment, groping, intimidation, stalking, abuse or rape) (see box on the crime of sexual harassment).

#### **Amendment of article 170 of the Penal Code - Sexual Harassment**

Only recently has Portuguese law criminally recognized verbal harassment. In August 2015 (Law 83/2015), article 170 of the Penal Code was revised with the goal to incorporate “sexually oriented proposals”, transposing Article 40 of the Istanbul Convention into national law. Such crimes shall be punishable by a prison term of up to three years if the victim is less than 14 years of age (art. 171).

“Any person who harasses another person, practicing before him acts of an exhibitionist nature, making proposals of sexual content or constraining her to sexual contact, shall be punished with imprisonment for up to one year or with a fine of up to 120 days, if more penalty Not be liable under another legal provision.”

- › The feeling of being unsafe is far more prevalent for women than it is for men. They feel and express concern about their safety. For example, in a study in Montreal, Canada in 2000, 60% of women reported being afraid to walk alone at night in their own neighbourhood (compared to only 17% of men).



- › Women’s fear is different from the feeling felt by men: it is a fear based on the consciousness of their own sexed bodies. Frequently, a woman who has been assaulted, or even raped, will feel ashamed or scared to report it.
- › Violence towards men is of a different nature, with a higher incidence of assaults or attacks. Hence, a man who has been assaulted or attacked will more easily file a complaint or talk to his acquainted people.

According to data from the FRA - Fundamental Rights Agency, published in 2014, about a quarter of women European victims of some type of violence surveyed referred to shame or embarrassment as the main reason not to report the incident to the police or any other type of organization.

Source: FRA, 2014

> The city is one of the spaces in which there is violence against women, children, the elderly, disabled people, young people, ethnic minorities and other exposed social groups that affects their daily lives, limiting their personal projects as well as their citizenship rights.

**Types of hazardous urban spaces**

- Maintenance-free urban drainage or deteriorated or uninhabited areas (eg, wasteland, open fields, abandoned buildings).
- Places with poor lighting.
- Areas with physical barriers or divisions (eg, train lines, bridges, subways, major avenues or roads).
- “Trap” areas (eg blind alleys, narrow passages, etc.).
- Unmanned or under-used sports equipment.
- Tunnels.
- Parking lots.
- Places under construction and / or works.
- Deserted spaces with reduced informal surveillance.
- Public transport and its facilities (stations, stops, stoppages).



**Reclaim the Night**

Since the 1970s, with the Take Back the Night movement in the US, feminist Mobilized in claiming the right of women to the enjoyment of public space at night. Already in this century, since 2004 the London Feminist Network has organized the Reclaim the Night march against rape and all forms of gender-based violence against women.

(Reclaim the night: <http://www.reclaimthenight.co.uk/>)

> The fear of violence limits the possibilities for women and girls to fully enjoy the opportunities that the city offers:

- it limits their access to work, education and training, health services, leisure and other activities;
- it conditions their participation in civil and political life;
- it shortens the available hours for them to enjoy the public space. Usually, freedom of transit at night is denied to them (see the box Take back the night).



- › The strategies most used by women are avoidance and restriction: not going out at night, not going to certain places alone, not wearing jewellery and not using public transportation.
- › Not knowing their rights and not filing complaints contribute to the invisibility of violence against women in urban areas. Oftentimes, women do not file complaints because they have little trust in the security forces and they have less access to services (distance, transport costs, language barriers, etc.).
- › Some social mechanisms contribute to the lack of recognition and awareness of violence against women in urban areas (See box *Mechanisms that hide the violence against women*).

***Social mechanisms that hide violence against women in urban space***

- The attribution of guilt and responsibility to women for the aggressive behaviors they are subjected to (“it provoked them”) - the victim’s conduct is scrutinized for what she did or did not do: the clothes she wore, the places where she went, etc.
- Ignorance of the experiences of everyday violence experienced by women in the cities - little involvement of the authorities; Greater reporting of crimes of robbery or physical aggression.
- The relativization of the offense and its consequences in the life of women - observed in the discussions because of street harassment, of compliments, which are often jokes and enjoyment.
- The pathologization of violence and of the aggressors and exhibitionists - that leads to consider violence as an individual and pathological act and the aggressor as someone who is sick.
- The targeting and association of violence with certain groups of women - as sex workers, belonging to ethnic minorities and immigrants.

*Source: Adapted from Rainero (2007: 18-20)*

- › The neglect of safety issues in urbanism stems from an emphasis in approaches and policies that focus on assistance (assistance to the victims after the situation of violence) and victimisation (women are more seen as victims and recipients of safety recommendations) as well as a focus on violence internal to families, in private spaces.

### **Programs to improve the Energy Efficiency of Public Lighting**

It has been practice in some municipalities, for reasons of cost reduction, to reduce lighting in certain areas and / or periods of the day. If this happens, a rigorous mapping and participation must be done so as not to create critical areas. Led lighting implementation programs can be an opportunity to review issues of public lighting with a gender perspective.

### **Several factors contribute to insecurity and violence in cities.**

#### **1. Physical characteristics of space**

- Signage
- Lighting
- Visibility
- Insulation
- Escape and emergency routes
- Maintenance

#### **2. Use of space**

Use of the spaces and nature of this use. For example, the existence of stores makes the space safer; The use of parks by drug traffickers makes them insecure; Crowds can make spaces more dangerous or safer, depending on the situation and location. In short, the way a space is used and who uses it has a significant impact on women's experience.

#### **3. Social organizations and policing**

The existence of community groups and their mobilization capacity have an impact on security.

Policing and formal and informal surveillance are decisive in real and perceived security.

Source: Adapted from Women in Cities International (WCI, 2012).

# Principles and methodologies how to proceed?

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- › Urban planning for women’s safety should be based on the principle that men and women have different experiences of life and work in the city (often due to gender inequality).
- › Everybody who lives in, goes to or uses cities, regardless of gender, age, ethnicity or class, has the right to appropriate public space and to participate in the decision-making that determine it – this is a configuration of the *Right to the City* approach.
- › This approach recognises cities as centres of civilisation, that bring forth economic, social, spiritual and scientific development, accommodating places where everybody lives in satisfactory conditions of dignity, health, safety, happiness and hope, implying the participation of all in urban planning, so that it departs from the traditional/liberal logic of spatial segregation.
- › The voices of women and girls need to be heard in all the stages of the process of building the urban space.
- › Coordination with women’s organisations should be established whenever possible.
- › Special attention should be paid to actual safety, and also to the sense of safety perceived by each gender. Addressing the issue of safety in urban space cannot be limited to what is considered “criminal offence” by the police or judicial bodies. The way people feel and experience safety and lack of safety in the cities constitute differences that should be prioritised.

- › Participative methodologies, of which examples are included below, should be developed, so that they allow the exploration of the daily experiences of a diversity of women and girls, generating reliable and comprehensive information that is specific to each community context.
- › There are six basic principles that urban planning for safety should follow:

### Principles of urban planning for city security

Principle 1: **Know where you are and where you are going.** Signaling.

Importância da sinalização, clara, precisa e estrategicamente colocada, a indicar saídas de emergência, telefones públicos, números de emergência, nomes das ruas e dos parques, etc.

Principle 2: **See and be seen.** Visibility.

Adequate lighting, especially in the most remote places (tunnels, parking lots, abandoned buildings, closed bus or train stops, etc.).

Take all possible measures to increase the field of vision.

Principle 3: **Listening and being heard.** Presence of people.

It involves splitting spaces, promoting the presence of people in order to achieve permanent informal vigilance.

Principle 4: **To escape and obtain help.** Formal surveillance and access to care.

Distribute public telephones.

Indicate the places and the distance of the information and assistance points.

Indicate the opening and closing hours of shops, buildings, transport.

Enter emergency numbers.

Put an orientation map at the entrance and inside the parks and buildings, with information about nearby security services.

Ensure regular surveillance in public spaces for security services.

Principle 5: **Living in a clean and welcoming environment.** Planning and maintenance of places.

Give social use to vacant or abandoned spaces.

Formalize, to the extent justified, the informal paths drawn by people in public places.

Draw public transport routes and their stops so that they are close to homes, homes, health centers, schools, etc.

Plan public places so that they favor social gatherings and activities.

Maintain the state of the public space by repairing degraded heritage.

To take care of the hygiene and the cleaning of the public space.

Promote the maintenance of private land and buildings by the community and / or owners.

Principle 6: **Act together.** Community participation.

Create mechanisms for participation and public consultation.

Streamlining information and awareness actions, not forgetting previous awareness and mobilization actions that allow the deepening of ties between inhabitants and a more active participation on their part.

To foster articulations and territorial networks of stakeholders.

Source: Adapted from Rainero (2007: 18-20).

- › There should be a coordination of all stakeholders, including women, local governments, women's organisations, among many other entities, in order to promote an effective transformation.
  
- › A broad commitment with all the stakeholders needs to be built.
  
- › Municipal action plans should be integrated and multidimensional, focusing on mainstreaming policies.
  
- › Such plans should focus on the necessities and ideas of city and community, taking into account their specificities.
  
- › The empowerment and enabling of women, girls and other stakeholders should be promoted by raising public awareness of violence in the public space.
  
- › Women should be involved at the community level to take on leadership positions and demand policy changes.
  
- › One desirable path is the integration of networks and the sharing of experiences, including practical actions and workshops, in order to form communities of practice.
  
- › New information technologies and technological devices have proved to be good tools of protection and prevention against insecurity and violence (see some examples in this area, in the section Good practices - "*What examples*").
  
- › There should be broad coverage of these issues and actions should be taken through social media channels.

## **MUNICIPAL SAFETY COUNCILS (Law no. 33/98, of 18 July)**

Recommendation

### **These are powers provided for in legislation (Article 4):**

1 - In order to achieve the objectives set out in Article 3, Councils advice on:

- a) The evolution of crime levels in the area of the municipality;
- b) The legal security arrangements and the operational capacity of the security forces in the municipality;
- c) The safety indexes and the social ordering within the municipality;
- d) The results of the municipal activity of civil protection and combat to fires;
- e) The material conditions and the human resources used in social activities to support leisure time, particularly for school-age youth;
- f) The municipal socio-economic situation;
- g) The monitoring and support of actions directed, in particular, to the the prevention of drug dependence and the analysis of the social impact of drug addiction;
- h) The survey of social situations that, due to their particular vulnerability, are more potentially criminogenic and lack integration support;
- i) Data on domestic violence;
- j) The results of municipal road accidents;
- k) The proposals of Municipal Road Safety Plan.

2 - The opinions referred to in the preceding paragraph shall be as defined in a regulation of each council, to be approved in accordance with Article 6.

3 - The opinions referred to in paragraph 1 shall be evaluated by the municipal assembly and by the town council, with knowledge of the security authorities with competence in the territory of the municipality.

Taking into account the specificities of public space security outlined in this Guide, these Councils should integrate women's associations and gender equality promoters and take care of their responsibilities:

- Forms of diagnosis, monitoring and prevention of sexual harassment crime (article 170 of the Penal Code);
- Methodologies for evaluating safety perceptions, besides the seat that is placed in the occurrences.



### ***Main Lines of Action***

- **Collection of information and production of data** on experiences of violence, fear and exclusion of women in the cities. It is fundamental go beyond official data, producing direct information of a quantitative and qualitative nature, through surveys, focus group, urban safety audits, among others.
- **Advocacy, awareness and mobilization of the community** through conferences, workshops, educational interventions, demonstrations, theater, media campaigns, visual arts and street animations, among others.
- **Empowerment and partnerships** between women and other key stakeholders.
- **Training of strategic actors** in order to understand their duties and responsibilities associated with the safety and inclusion of women, as well as the appropriate actions to be developed in their field of activity.

Source: Adapted from Women in Cities International (WCI, 2012: 3).

### ***Strategic Urban Development Plans - PEDU***

These urban rehabilitation programs should be used to review security issues, focusing, for example, on multifunctional zones, avoiding the abandonment and insecurity at night due to depopulation. This is because the depopulation and the installation of services or commerce in the centers created these empty spaces.

# Institutions and people to involve

## Who to mobilise?

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Several different sectors and participants play a key role in an integrated approach to safety in public spaces, depending on the phase and type of intervention. They span the various levels of administration and the various sectors of intervention. Apart from public institutions, representatives of the private sector (such as transportation, construction and maintenance companies) and NGOs should also be established as stakeholders. Among NGOs, the women's organisations and those promoting gender equality stand out, as well as organisations defending the rights of other discriminated groups.

- › Various levels of governance (local, regional, national);
- › Urban planning (design, regulations, housing, transport);
- › Services (water, sanitation, emergency services, etc.);
- › Police, municipal police and other security personnel;
- › Community organizations;
- › Women's and Equality Promotion Organizations of gender;
- › Human rights organizations;
- › Private sector (transport, construction, maintenance, etc.);
- › Residents (ensuring diverse representation - people with disabilities, elderly people, young people, immigrants, homosexuals, sex workers, etc.);
- › Researchers and academics;
- › National, regional and local media.

# Instruments

## Which resources?

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### Diagnosis

The following is a list that contains examples of questions that should be answered in order to make a diagnosis of the situation of women's safety in the public space. There are many stakeholders to involve in the diagnosis, from the policy-makers (especially the municipal ones) to the city planners and urban planning and transportation officials, as well as women's and gender equality associations and other civil society organisations. The set of data collection tools that is offered, as well as others, is mobilised in response to the listed questions.

Source: Adapted from Women in Cities International (WCI, 2011: 1).

### Examples of diagnosis questions:

- In what urban spaces do people feel more unsafe and/or excluded?
- How serious is the issue of exclusion in the public space?
- What groups of people feel unsafe/excluded from the public space?
- Why do women feel unsafe or excluded in the public space?
- What kind of exclusion/harassment/assault do women and other discriminated groups suffer most frequently in the public space?

- What actions can be undertaken in order to improve safety and inclusion in the public space?
- Who has an important role in making cities safer and more inclusive?
- What type of existing programmes and policies are there to tackle the issue of women’s rights to the city? Have they been successful?
- What opportunities are there to strengthen the existing programmes and policies that combat violence in the public space?

### Techniques or resources

Source: Adapted from Women in  
Cities International (WCI, 2011: 9).

#### Focus group:

The focus group may be a useful tool in the diagnosis. Here are some suggestions for a guide to use in a focus group with women. The choice could be of a single focus group session, with a diversity in the profiles of the participating women in terms of age, education, occupation, area of residence, etc. or of the realisation of a series of sessions with different profiles of women, for examples elderly or young women, young mothers, etc.:

1. Identify the places in our city that you feel are unsafe and the reasons why you consider them unsafe.
2. On what basis do you form this opinion – from your own experience, from the experience of other people, from social media channels, from stories, etc.?
3. Share some experiences or stories about (un)safety in our city.

4. Regarding your perception of safe/unsafe spaces, what precautions do you take when you go out? For example, do you bring any protection with you, do you avoid any areas/times, etc.?
5. Now in personal terms, we would appreciate if you could tell us about a lived situation of unsafety and how you reacted to it.
6. What do you think are the three most important issues regarding women's safety in our city?
7. How can safety and feelings of safety be improved? This can happen through changes in policies, design, services, people's behaviours, etc. What would constitute concrete solutions (please give examples)?

Source: Adapted from Women in Cities  
International (WCI, 2011: 18-20).

#### **Street surveys to women:**

Standard questions for a street survey to conduct to women when they are in a public space, on safety and the inclusion of women in public space. There should be an effort to diversify the profiles of women surveyed, especially in terms of age.

- › Do you live in this city? If yes, for how long? If not, where do you live?
- › Why are you in this area today (home; work/studies; going for a walk; shopping; etc.)?
- › How often were you in this area during the past year (pay attention to whether it is a residential or work area or another situation)?

› What are your safety concerns when you are in this area:

1. None
2. Sexual harassment (catcalling, groping, whistling, etc.)
3. Stalking
4. Rape
5. Assault
6. Murder
7. Other(s). Specify

› In this area, what are the factors that contribute to your feeling unsafe?

1. Dim lighting
2. Lack of information or signage
3. Damaged public space
4. Overcrowded transport and stations or stops
5. Lack of safe and clean bathrooms
6. Lack of street shops or stalls
7. Lack of policing
8. Alcohol and drugs use or drug dealers
9. Lack of respect towards women by men
10. Other(s). Specify.

› Do any of these factors affect your personal safety in this area?

1. Being a woman
2. Being of a certain religion
3. Being of a certain race/ethnicity
4. Being of another region/country
5. Having a sexual orientation other than heterosexual
6. Having a disability/handicap
7. Other(s). Specify.

› What kind of sexual harassment or assault have you experienced in a public space in the past year?

1. Verbal harassment (comments, whistling, insults, etc.)
2. Physical harassment (groping...)
3. Visual harassment (staring, gestures, winking, etc.)
4. Stalking
5. Violent physical assault
6. Other(s). Specify.

› How many times did you experience these situations in this area in the past year? (specify by type of harassment/assault)

› At what times of the day? (specify by type of harassment/assault)

› In what public spaces did you experience situations of sexual harassment and/or assault in the past year? (specify by type of harassment/assault)

1. Streets, squares
2. Public transportation
3. Stops and stations
4. Marketplaces
5. Parks, gardens
6. Public bathrooms
7. Parking lots
8. Other(s). Specify.

› What did you do in those situations? (specify by type of harassment/assault)

1. Nothing
2. I confronted the aggressor
3. I went to file a complaint to the police
4. I asked for help from someone who was there
5. I called a helpline, SOS, emergency number
6. I asked for help from (a) family member(s)
7. I asked for help from (a) friend(s)
8. Other(s). Specify.

› What kind of situation did you most recently report to the police?



› When you reported the incident, what was the response?

1. It was downplayed or trivialised
2. Nothing was done
3. It was registered
4. It was investigated
5. The victim was blamed for the incident
6. The aggressor(s) was (were) caught
7. Other(s). Specify.

› If you have never filed a complaint about incidents you suffered to the police, why is that?

1. It was not serious
2. Uncomfortable to talk to the authorities
3. The police would not do anything
4. Because they would blame me
5. The process is very complicated
6. Other(s). Specify.

› When you are in this area, do you do any of the following things in order to avoid sexual harassment/assault?

1. I don't do anything
2. I avoid certain spaces
3. I avoid going out by myself
4. I avoid using public transport
5. I avoid going out by myself after dark

6. I avoid going to crowded places
7. I avoid going to isolated places
8. I avoid wearing certain clothes
9. I avoid wearing certain accessories (jewellery, etc.)
10. I use protection (sprays, etc.)
11. I always have my mobile phone at hand
12. Other(s). Specify.

### **Women's Safety Audits**

The first Women's Safety Audit was developed in Canada in 1989 by the Metropolitan Toronto Action Committee on Violence Against Women and Children (METRAC).

Its use has spread internationally, generating multiple adaptations and improvements in various contexts.

It is a participative and empowering methodology to analyse urban space in terms of safety for women.

#### **Objectives:**

To produce knowledge, providing detailed data about issues related to women's safety in a given space;

To produce recommendations to improve and increase the safety of women (real and perceived) in a given space;

To empower women to work with the local decision-makers in order to transform their communities.

### How to do:

Group of women. Usually, the audits work better when the group is heterogeneous and its members represent a variety of safety concerns (for example, younger or older women; with different kinds of disability or from different ethnic groups);

In a given space. It can start in a space that is perceived as safe. Any space can be audited: a street, a square, a marketplace, a park, a parking lot, a pathway between residential areas; a bus stop, etc.;

The group walks in this space with a checklist and a camera, noting factors that prompt a feeling of safety or unsafety (for example, a strong male presence, a lack of lighting, the presence of trash, a lack of urban equipment such as bathrooms, etc.);

Recommendations for improvement of the space are formulated;

They are presented to the authorities and decision-makers.

### Preparation:

› It may be important to distribute tasks (one person takes notes, another takes pictures, etc.);

› It may be necessary to go beforehand through the areas to be audited and inform, for example, the shopkeepers of what is going to happen;

› It may be interesting, if possible, to include local partners such as politicians, urban-planning technicians, the media, police officers, etc. in the audits;

› It may be important to do it at different times of the day and week;

› Bring a detailed map of the area to audit;

- › Carry out a social mapping, to identify and locate:
  - Organisations, residents' associations, youth groups, etc., noting their activities, etc.;
  - Identify local and municipal representatives (listing names and positions);
  - Make a list of existing services and a map of opening hours for these services (for example electricity providers, municipal offices, etc.);
  - Identify police stations and headquarters, opening hours, etc.;
  - Identify and mark schools and other educational facilities;
  - Identify and mark hospitals and other health facilities;
  - Identify and mark other public buildings (libraries, community centres, etc.)
  - Identify other aspects of the audited area that may be relevant.

Source: Adapted from [CISCSA](#) :  
(2008) and Women in Cities :  
International (WCI, 2011). :

### **Security Audit Checklist**

Date:

Day of the week:

Hour:

Meteorological conditions:

Neighborhood:

Specific Location / Place Name:

Audited route:

Duration of the audit:

Audited by (name of person who participated):

1. General Impressions
2. See and be seen
3. Listening and being heard
4. Ask for help
5. Know where you are and where you are going
6. Design and maintenance
7. Working together
8. Proposals

### Some monitoring indicators:

- **Efficacy of signaling** (eg, number of plates, maps).
- **Improved lighting** (eg average lighting replacement / repair time, number of new lighting points, implemented lighting detection mechanisms).
- **Visibility in the public space** (number of interventions to remove barriers such as walls, demolition of buildings or abandoned facilities, removal of containers, treatment of trees and shrubs, etc.).
- **Alternative routes** (number of alternative routes to those marked as unsafe / dangerous).
- **Promotion of informal surveillance** in new areas of the city or in areas considered dangerous / unsafe (actions to promote cultural events, sports, relocation of public services, displacement of IPSS, promotion of commerce, placement of banks and leisure equipment; shadows, etc.).
- **Promotion of informal surveillance in the evening** (hours commercial spaces; extended public service schedules - libraries, etc. -; cultural, sports and leisure events in the evening).
- **Promotion of safety in the use of public transport** (reinforcement of policing, training on gender equality / gender violence for drivers, interventions at stops and stations, bus system on demand or in the system between stops, etc.).
- **Emergency assistance** (number of public telephones, number of emergency response signaling boards, etc.).
- **Distribution / geographical coverage of police stations** and other security services.
- **Audit of women** (number of audit procedures or women inquiries in interventions related to urban planning and mobility).
- **Campaigns to promote women's safety in public spaces** (number and type of campaigns, recipients and means).
- **Training in inclusion, security, gender equality and gender violence for urban planning and mobility** (number and type of actions, duration, number and type of addressees).

# Good practices

## What examples?

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The following is a list containing concrete types and examples of good practice. They should be adapted to each concrete context and reality.

### ***Typology of good practices:***

- › Studies/diagnoses/evaluations with a gender approach on interventions related to public transport and public spaces
- › Studies of the occupation and safety of public spaces
- › Programmes that promote safety
- › Actions that promote safety in the occupation of public space (lighting, police surveillance, alternative access to places perceived as unsafe, etc.)
- › Specific measures for women in transport (women-only carriages; women-only taxis; women-only buses; women-only entrance doors in public transportation)
- › Parking spaces for women, families, disabled people
- › Transparent transportation stops and stations
- › Stops between stations, stop on demand
- › APPs

- › Inquiries into episodes and representations of crimes/unsafety, analysed by sex, that inform the interventions
- › Inclusion of women in the bodies responsible for urban planning
- › Public campaigns to raise awareness of violence against women
- › Training of security forces on gender equality and violence against women

**Ontario (Canada):** In the 1980s and 1990s, tools and guidelines for actions were developed in several cities to evaluate and promote access to a safe city. In Toronto, the Metropolitan Action Committee on Public Violence Against Women and Children (METRAC) was born from demonstrations organised by a group of women against several sexual assaults and murders of women that happened in the summer of 1982. In collaboration with the city council and the metropolitan police, they created a working group composed of women, considered local specialists, municipal professionals, city councillors, community volunteers and community organisations, to act on and change policies, practices, laws and structures that put women and children at risk. In order to implement the recommendations that came out of the final report, the METRAC was created in 1984. It realised the first Women’s Safety Audit in 1989.

**Ottawa (Canada):** The Women’s Initiatives for Safer Environments (WISE) adapted the METRAC’s Safety Audit. As a result, the school buses started to pick pupils up in safe spaces near their homes. Young-led audits resulted in the removal of offensive graffiti and the increase of police patrols in recreational areas.



**Montreal (Canada):** From 1992 to 2004, the Comité Action Femmes et Sécurité Urbaine CAFSU (Action Committee for Women and Urban Safety) developed tools and promoted networks, projects and international meetings in order to improve safety and lower women’s feeling of being unsafe. Montreal and Toronto also created the “Between-Stops” system, that allows the buses to leave passengers in places closer to their actual destinations, thus improving safety. The city of Toronto created the Designated Waiting Areas (DWAs) in its stations. These are well-lit areas, equipped with intercom systems, monitored by surveillance cameras, and located in places where the police or other security personnel patrol frequently.





**Montreal (Canada):** the Gender Inclusive Cities Programme (GICP) is a three-year programme financed by the United Nations Trust Fund to End Violence against Women (UNTF), coordinated by Women in Cities International (WICI). Its activities are being implemented on the field and in partnership with four cities: in Petrozavodsk, Russia; in Dar es Salaam, Tanzania; in Delhi, India; and in Rosario, Argentina. In the context of the programme a toolkit was created (*Tools for Gathering Information about Women's Safety and Inclusion in Cities. Experiences from the Gender Inclusive Cities Programme*).

**Vienna (Austria):** has been committed to women's rights and gender mainstreaming since 2000, with the Municipal Department for the Promotion and Coordination of Women's Affairs as the responsible agency. The first phase of the initiative consisted in the development of experiments in specific city areas to integrate gender issues at the level of parks, residential projects, friendly walking paths and public transportation, as well as the development and implementation of projects directed specifically to women's needs. During this phase, concepts and methods were developed and tested in order to provide approaches and norms for a municipal-level implementation of gender mainstreaming in all areas. In 2005, the creation of a gender mainstreaming unit was announced, to guarantee that the gender perspective is a transversal issue in all of the city government. **Example of changes in the city of Vienna, by including the gender equality perspective in urban planning and management: Alteration and strengthening of lighting in public areas – less crowded streets, parks, parking lots and subterranean walkways – that improve women's safety as well as the safety of anyone passing through the space by foot or by bicycle.**

**Bilbao (Spain):** Gender equality specialists were involved in the design of the project for the expansion of the Metro line 3, and a consulting period was established, particularly with women's associations, so that they could present proposals for improvements, some of them which were integrated to the final project. An ex-ante evaluation study was conducted, in order to ensure equal access to mobility for all the people covered. It resulted in concrete measures, such as the design of safe and accessible stations for all people, especially women, or the necessity to guarantee access to facilities such as hospitals and schools.



Own photo: Lisbon, Eduardo VII Park

**United Kingdom:** The Crime Reduction Home Office created a toolkit for stations that recommended, for example, among many other measures, transparent walls for the waiting rooms. In Portugal too, the adoption of transparent stops has been increasing, although it is not a widespread practice yet.

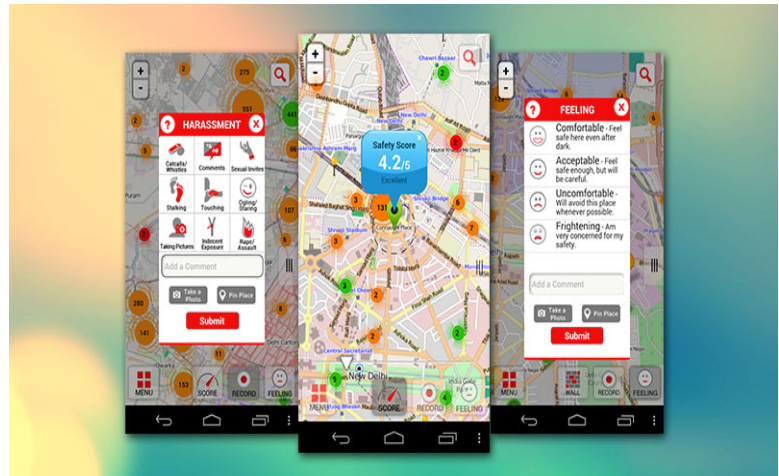


Own photo: Lisbon.

**USA:** Larger parking spaces were created for women and families. In Portugal, this practice has been adopted by big supermarkets and malls. It is considered good practice to provide these special spaces in parking lots, for safety reasons and because they usually transport more children and bulk. The spaces should be well-lit and located near the entrances.

**Berlin:** Parking spaces were reserved for women, that were better-lit and located near the doors and stairs.

**India:** The mobile app Safetipin invites people to assess the level of safety of different places and to discuss safety issues in their communities.



Solar illumination, with motion sensors and possibility of video recording. Glasgow.

**Glasgow (Scotland):** In the context of *Smart Cities*, programmes for intelligent lighting and surveillance were developed. The lighting system is sensitive and reacts to surrounding factors (if the sensors detect movement or noise, they increase the light intensity). The cameras alert the headquarters when they detect a more intense and abnormal noise.

**Rosario (Argentina):** The public transport tickets were printed with messages raising awareness of violence against women and included help and emergency phone numbers.



**Jagori and Delhi (India):** In 2007, training on sexual harassment was given to 3500 drivers and transportation workers, in order to bring about changes in attitudes and beliefs about sexual harassment within the broader framework of gender inequalities.

**Brussels (Belgium):** In the Human Cities Festival, the campaign *Reclaiming Public Space* held urban safety walks and mapping of critical points.

**Lagoa (Algarve):** The use of participative methodologies, in the context of the revision of the Municipal Master Plan (Plano Diretor Municipal (PDM)) and Strategic Plan for the Sustainable Development of the City of Lagoa (Plano Estratégico para o Desenvolvimento Sustentável do Concelho de Lagoa (PED|LGA)), allowed the municipality to diagnose feelings of being unsafe in some areas. This diagnosis, based on perceptions, surprised the bodies responsible for safety, as they used to place their emphasis on incidents.





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