Safety and Public Space:
Mapping Metropolitan Gender Policies
Phase II

metropolis ●

Safety and Public Space: Mapping Metropolitan Gender Policies
Phase II (2021)

Original Idea:
World Association of the Major Metropolises (Metropolis)
November, 2021.

Editing:
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Suggested citation: Metropolis 2021. Safety and Public Space. Mapping Metropolitan Gender Policies. Phase II.

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Content

Foreword

Octavi de la Varga
Metropolis Secretary General

Violence against women and girls is a human rights violation. Its immediate and long-term impact has multiple physical, sexual and psychological consequences that affect women's general well-being and their full participation in society, as well as their families, their community and the territory.

Designing urban spaces with a gender perspective helps identify the diversity of interests, daily experiences and social realities that can move the dial on more equal and inclusive metropolises, free of violence against women and girls.

In this regard, Metropolis reaffirms its commitment to women's right to live free from violence, upheld by international agreements such as the Convention on the Elimination of All Forms of Discrimination against Women and the 1993 UN Declaration on the Elimination of Violence against Women, and recognizes gender equality as one of the fundamental pillars of good metropolitan governance. To that end, the rollout of the gender mainstreaming strategy is part of our political agenda and an indispensable approach to any public policy.

A purpose that gave rise to the need to guarantee the right to the city for women and girls and powered the 2018 project "Safety and Public Space: Mapping Metropolitan Gender Policies", based on identifying and compiling gender-sensitive safety policies by the Association's members to end sexual violence against women and girls in the public space.

In this second project phase, the number of members was expanded and the information obtained was unpacked in more depth by leveraging more extensive work around compiling, classifying and analysing safety policies and the public space with a gender perspective.

This document presents the main takeaways from this second study phase, with nearly 70 initiatives detected, systematised and analysed in depth in order to deliver on one of the core challenges of our urban spaces: the equal construction of the right to the city.

If we want to achieve the central, transformative promise of the 2030 Agenda for Sustainable Development and its Sustainable Development Goals, that is "Leaving no one behind" and to continue ensuring the Right to the City for all, it is essential for metropolises to consolidate their policies and make medium-term progress towards more transformative approaches for more inclusive and safer public spaces for women and girls. In this sense, it is necessary to onboard the different problems in the political agenda and a political will to consolidate models of governance committed to eradicating gender violence as a fundamental right to a violence-free life for women and girls.

November 2021

Acronyms

Gender Inequality Index (GII) Rank: The Gender Inequality Index is a composite measure reflecting inequality between women and men in three different dimensions: reproductive health (maternal mortality ratio and adolescent birth rate), empowerment (share of parliamentary seats held by women and share of population with at least some secondary education), and labour market participation (labour force participation rate). Source: United Nations Development Programme, Human Development Report 2016.

Global Gender Gap Index (GGGI) Rank: The Global Gender Gap Index benchmarks national gender gaps on economic, political, education and health criteria. Source: World Economic Forum, the Global Gender Gap Report 2016.

Gini index: The Gini index measures the extent to which the distribution of income (or, in some cases, consumption expenditure) among individuals or households within an economy deviates from a perfectly equal distribution. A Lorenz curve plots the cumulative percentages of total income received against the cumulative number of recipients, starting with the poorest individual or household. The Gini index measures the area between the Lorenz curve and a hypothetical line of absolute equality, expressed as a percentage of the maximum area under the line. Thus, a Gini index of 0 represents perfect equality, while an index of 100 implies perfect inequality.

Definitions

The diversity of gender-sensitive safety initiatives analysed was classified taking the following indicators as a benchmark: form, thematic area, type of initiative, level of implementation, focus, intersectional perspective and women's engagement.

Depending on the **form** of the initiative we distinguished between plan, programme, campaign, ad hoc action and law/regulation.

With regards **type of initiative**, we distinguished: reactive, preventive, transformative.

The **focus** of the initiative could be victim, assailant or general public.

Depending on the **thematic area** we distinguished between sexual harassment, gender violence, urban development, public space, mobility, safety and technology.

With regards the **intersectional perspective** we used the concept introduced in 1989 by African American lawyer Kimberlé Crenshaw, analysing the interaction of the different systems of oppression (ethnicity, social class, sexual identity...) and the consequences of these intersections for women's human rights.

Depending on the level of **women's engagement** in the initiative we distinguished between level of co-creation and joint development of the policies through the participation of women's organisations in civil society and/or women beneficiaries.

Depending on the **level of implementation** of the initiative we distinguished between degree of development of the policies and their respective actions in time and public information available on implementation (high, medium, low).

01

Introduction

The **"Safety and Public Space: Mapping Metropolitan Gender Policies"** project, launched in late 2018, was aimed at determining the gender-sensitive safety policies implemented across the association's members in order to end sexual violence against women and girls in public spaces. The first phase ended with 83 initiatives identified, corresponding to 49 of the 141 members (34.7% of members).

The main goal in this **second mapping phase** was to dig down on the information obtained in the first phase by way of a more extensive compilation, systematisation and analysis work on the gender-sensitive safety policies. Initiatives from 32 members from the first phase were studied and the mapping was expanded to encompass 12 new members, giving a total of **44 members** (31% of total members). All the selected metropolises met representation and regional diversity criteria.

Below are the main contextual and regional takeaways of the analysis for the almost **70 initiatives** detected in this second study phase.

The appendix to the document shows the methodology used, its phases and the instruments designed to unpack the gender-sensitive safety initiatives.

Photo by Terry Boynton on Unsplash

02

Analysis of the 44 metropolises

Photo by Tom on flickr

After analysing the policies implemented by the 44 members, a total of 69 initiatives were detected, with several members developing more than one policy at the same time. Specific information was collected on **68 initiatives**, or 98.5% of the total, **from 43 members**. However, no information was found for Nouakchott and there was practically no content for La Paz or Shanghai.

Below is the analysis of the initiatives in the regional context, situating a policy in relation to the region where the metropolis is located[1]. A second analysis level involved comparing the policies[2] and resulted in a comparison table of the 44 analysed metropolises[3].

1 See Appendix 2 factsheet 1
2 See Appendix 2 factsheet 2
3 See Appendix 1 table

Safety and Public Space: Mapping Metropolitan Gender Policies – Phase II

2.1 Analysis of the policies in the regional context

Before making a comparison and detailing the different initiatives identified in this section, we would point out the main trends from each region, considering the main contextual indicators[4].

4 See Appendix 2 factsheet 2

Photo on Pxhere

AFRICA

A total of nine Metropolis members from the African region were documented rolling out gender-sensitive safety policies of different forms, types and levels of implementation.

The African metropolises were characterised by their demographic and socioeconomic differences, some with populations that come in at just over a million inhabitants, like Nouakchott or Marrakesh, and others with over nine million, like Cairo. The asymmetry of situations is clear, for example, in reference to socioeconomic indicators like GDP per capita, poverty rate and GII that illustrate the extreme inequalities in the region. In terms of GII, of note is Bamako in position 158, the lowest of all, compared with Durban in position 93 or Gauteng, the South African region where gender gap ratios are lowest.

Common features across the region include a paucity of data around gender pay gap and different forms of gender violence, particularly those that take place outside the traditional area of the couple. A positive aspect is that most of the metropolises have a regulatory framework addressing gender violence, the exception being Nouakchott. However, there are very few cases where a government area has the remit for gender or equality policies. The exception is Gauteng, with a strong commitment to mainstream the gender perspective in its public policies.

This reality demonstrates the systemic inequality differences in the region, where Gauteng comes in 18th on the GGGI, close to European metropolises, compared to its African counterparts like Marrakesh, Nouakchott or Bamako, in positions 144, 146 and 149 respectively.

Furthermore, international organisations like UN Women have had an essential role in promoting gender policies in most of the African metropolises. This could be due to the lack of resources to tackle violence against women which has translated into a weak presence of gender mainstreaming across other policies, or to the link between gender policies and development or social affairs areas where they are onboarded from a sectoral approach.
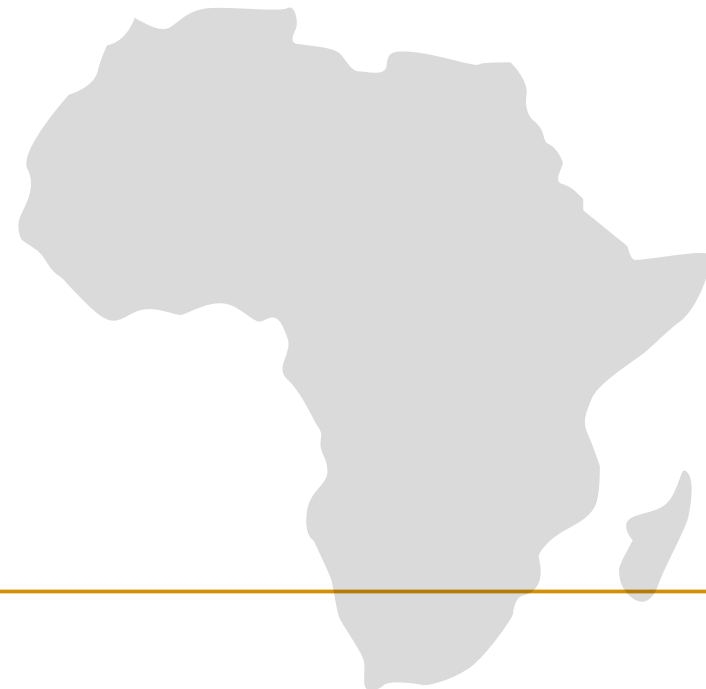
With regards **safety initiatives developed in the region, there are various levels of implementation and stakeholder engagement: metropolitan governments, women's organisations and even the public sector.** Marrakesh and Rabat in particular have focused on preventing harassment and other forms of sexual violence in the public transport system via partnerships with local bus companies in the two metropolises. It is important to state that prevention campaigns with male drivers and public transport users were launched in the two metropolises to fight sexual harassment, an approach that was very positively received since it directly addressed assailants.

With respect to South African metropolises, with high rates of gender violence and a long track record in safety policies, the gender perspective has only recently started to be onboarded in public policies thanks to the effort of women's organisations and international bodies. This is the case of Durban.

Photo on Pxhere

eThekwini Safety Strategy, Durban

The **eThekwini safety programme** is aimed at mainstreaming the gender perspective in the city's safety policies.

To that end, and with the support of UN-Habitat, the African Forum on Urban Safety (AFUS) and Safetipin, a safety audit has been conducted, drilling down on the forms of violence and women's, girls' and seniors' perception around safety. The aim is to break the cycle of violence and support victims, implementing different initiatives pivoted to the context of the Covid-19 pandemic: improve urban design to enhance the perception of safety; support women who experience domestic violence or sexual harassment in public or at work; increase the budget for women's shelters; and improve the data collection and analysis procedure around women's safety with an indications-based monitoring and evaluation system.
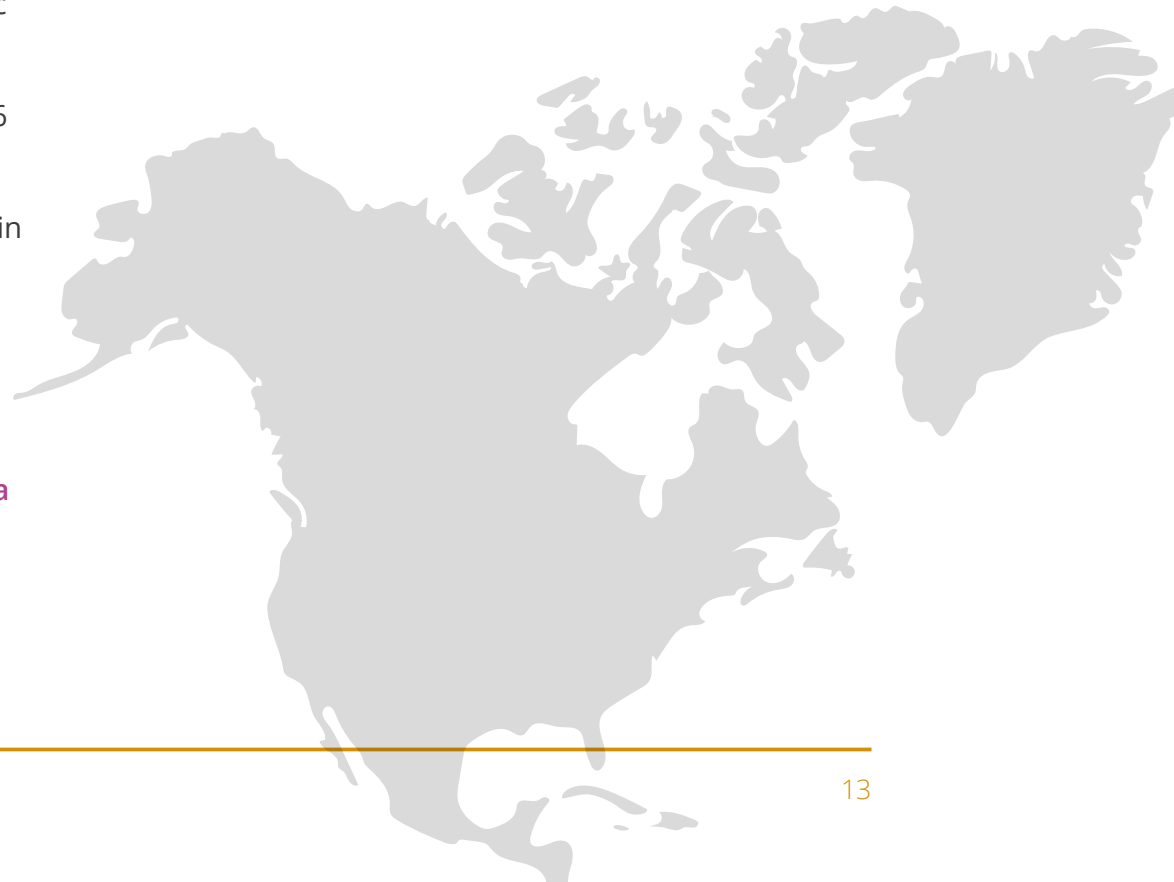
NORTH AMERICA

The North America region, with five members analysed, was the region with the highest GDP per capita ratios and metropolises of very different sizes, with populations below 6.5 million inhabitants except for Mexico City, with over nine million. A further difference between members in the region turned on gender violence and femicide rates. Mexico City and Tijuana have onboarded these issues in their political agendas due to how serious the problem is.

At the other end are the Canadian metropolises of Montreal and Toronto, historical benchmarks and pioneers in safety and gender policies in public spaces, with lower rates of socioeconomic and gender inequalities than Mexico City: the poverty rate of Montreal and Toronto is 0.3, compared to 6 for Mexico City. Canada is number 19 on the world GII ranking and 24th in the GGGI one, compared to Mexico City which comes in at positions 71 and 34 in the two indices respectively.

In terms of safety initiatives developed in the region, they focus on the area of mobility and transport, except for Tijuana. However, the level of implementation and impact of these initiatives is variegated. **In all cases, there are statistical data and a regulatory framework on gender violence** (in the case of Tijuana there is even a dedicated municipal regulation), **facilitating the rollout and implementation of specific gender-sensitive safety policies**.

As for the historic work developed in Montreal and Toronto, one of the services now being replicated in other metropolises around the world is still in place: request bus stops at night. Montreal also continues working on urban safety from a gender focus through its action plan, engaging women and other social stakeholders in addition to the urban planning and services to social diversity departments. In Toronto it is the transit authority that is implementing different awareness initiatives, such as the sexual harassment prevention campaign or the launch of apps to report situations of sexual violence in the transit system.

Atlanta is the only North American city detected in this mapping with a gender-sensitive safety initiative, having implemented a public transit regulation that punishes and pursues sexual harassment.

Finally, the most ambitious and complex plan of the five metropolises in the region is **Mexico City's** *Gender and Mobility Strategic Plan* which includes different lines of work with actions of different types and a vocation not only to respond to victims but to overhaul social patterns. The plan approaches mobility from a gender perspective and digs down into sexual harassment and all other forms of sexual violence in the city's mobility system.

Photo by Lukas Hartmann on Pxhere

2015-2018 Action Plan for the Equal Participation of Women and Men in Montreal Life

The aim of the **Action Plan** was to foster the equal participation of men and women in Montreal city policies, including design of the public space. The plan had a precedent in the work done by the Montreal Council of Women in the 1990s and early 2000s when safety audits were conducted with women that culminated in an urban safety management guide published in 2002.

The **Action Plan** covers the following actions: update the 2002 urban safety management guide; integrate principles, guidelines and objectives around urban safety management in the Directorate of Urban Planning's planning documents; conduct a gender-differentiated analysis in comprehensive urban revitalisation projects within Réaliser Montréal 2025; and raise awareness in the districts around the gender-differentiated analysis and the need to include it in urban management projects.

EUROPE

The Europe region, with a total of five members analysed, stands out for having a more privileged socioeconomic context, with lower poverty rates than other regions. At the same time, **all the region's metropolises have statistical data, regulatory frameworks on gender violence and dedicated government areas that strive to mainstream the gender perspective into public policies that move the dial on gender issues**.

The European metropolises have smaller gender gaps: in terms of GII, they come in at numbers four to 16 at the global level, with the Brussels Capital Region leading the pack. This situation is replicated in the GGGI, where Europe's metropolises are between numbers 13 and 19 with Berlin and Brussels at the top. Similarly, at the opposite end is Barcelona, in GII position 16, and Greater Lyon in position 16 of the GGGI. The positive results are the upshot of a long history in implementing gender policies at the metropolitan and state level, backed by the gender mainstreaming policies of the European Union.

With regards **safety initiatives developed in the region, they are characterised as initiatives in a programme or plan format, with long-term implementation**. Most are rolled out in the municipal area but the Greater Lyon initiative is an exception, since it is a territorial safety and crime prevention strategy with a gender perspective that is participative and promoted by the metropolitan transport authority involving carrying out 'exploratory walks' with women in areas around bus stops.

Barcelona city and metropolitan area stand out for the diversity of initiatives promoted, the engaged stakeholders and the levels of governance involved. Brussels is noticeable for the continuity of its policy of preventing violence against women, tapping initiatives such as mobile apps and outreach campaigns.

Berlin is distinguished by its commitment to gender mainstreaming in urban development policies via a participative strategic plan that tackles issues such as mobility, housing and government budgets with a gender focus.

Finally, Madrid has a strategic plan that includes a field of action for a public space free of male violence and the rollout of numerous actions.

Zero Sexism Campaign, Brussels

The **Zero Sexism campaign** condemns sexual harassment in the public space by developing awareness actions around sexism and harassment on the metro and on social networks. Use of the "Touche Pas à Ma Pote" (Don't Touch My Chum) app is promoted and the "Signale la Violence" (Signal Violence) campaign was previously rolled out, encouraging victims to speak out about violence against women and girls, report it to raise social awareness and call on men to partner with them on ending it.

Photo by Siyuan on Unsplash

LATIN AMERICA AND THE CARIBBEAN

Twelve members were analysed from the Latin America and the Caribbean region, including ones where there is a great social and economic polarity that translates into a high degree of vulnerability for the resident population, mainly in urban areas.

In relation to gender equality, the region has some of the highest rates of gender violence, including third position from a regional perspective in terms of **GII** and **GGGI** from among the metropolises analysed. In terms of **GII**, the Latin American metropolises ranged between positions 55 for **Santiago de Chile** and 101 for **Bogota** and **Medellin**.

Despite this context, **the Latin America region is a pioneer and one of the most prolific in onboarding policies around sexual violence against women and girls in public spaces**. Metropolises including **Bogota, Quito, Medellin** and **Rosario** have a long track record in gender-sensitive safety policies. The diversity of regional policies is also notable, taking the form of laws such as those in **Buenos Aires**, plans like the ones in **Bogota** and training courses such as those run in **Quito**. Different safety and gender policies have come together from highly diverse approaches and themes in more than one metropolis, such as **Rio de Janeiro** with its mobility, housing and urban planning policies.

All the analysed metropolises, except **Porto Alegre**, **have gender equality government areas and regulatory frameworks that cover gender violence**. Metropolises such as **Montevideo, Aburra Valley** and **Rio de Janeiro** are getting behind the gender mainstreaming strategy across their public policies. Also, of note is their vocation for transforming the patriarchal model of society, with plans and programmes like the ones developed in **Medellin, Bogota** and **Quito**.

Then there is the impact that the Safe Cities programme, led by UN Women, has had on the region, and the longstanding history of coordination among feminist organisations that has made it easier to pool demands. Precedents where it is important to emphasise the role of civil society organisations that put violence against women and girls as a key topic on government policy agendas.

Photo by Kobby Mendez on Unsplash

Public Policy on Gender Equality for Urban and Rural Women in Medellin

The technical/political process of drafting this public policy involved the active participation of women's organisations, academia and different areas of the Municipal Office of the Mayor. The process was supported by over 3,000 people and made it possible to take a snapshot of the city and six areas (health, education, economic independence, social and political engagement, safety and a peaceful life free from violence) where there were still gender gaps to be prioritised.

The Gender Equality Agreement was signed, committing representatives of different public, private, academic and social sectors to implement the Gender Equality Strategic Plan. The upshot of the process of preparing this with the Municipal Council was the creation of the Gender Equality Commission to move the dial on onboarding the gender approach in agreements, budgets and public decisions.

ASIA PACIFIC

The 13 members from the Asia region were more socially diverse, with economies that combined high gross GDP (China and India, in second and fifth place respectively in 2020) with high poverty rates. The Asia region had the largest metropolises of all the ones studied, with more than 20 million inhabitants in Beijing, Shanghai and New Delhi.

On the other hand, despite the high technological development in the region, it was hard to find statistical information and data on gender policies on official websites. **We therefore noted an absence of political structures tasked with ensuring gender equality even though there are regulatory frameworks to take on gender violence.**

In this regard, the statistical data that can give great insight into the region is found at the national scale, such as the GGGI and GII. With respect to the latter, the Asia region had the most disparate GII figures, with positions within the top 10, such as New Taipei City at number 6, and New Delhi at the other end, in position 123.

With regards safety initiatives developed in the Asia region, the variety was similar to the territorial, political, economic and social diversity present in the area. The format, type, level of implementation and promoter were some of the most noteworthy categories of the initiatives. Care services against gender violence have been rolled out across Bangkok and Istanbul and actions linked to the UN Women Safe Cities programme implemented in the Indian metropolises.

Asia is the region where we find some of the first metropolises associated with the UN Women Safe Cities programme, meaning they have a long track record in this area. This is the case of New Delhi. By contrast, in a less developed phase we have Hyderabad and Kolkata, with reactive policies promoted by the police.

Thus, in Asian metropolises we find initiatives based on women-only spaces in public transport in New Delhi, Hyderabad, Kolkata, Guangzhou, Seoul, Mashhad, Shanghai and Teheran, on-stop demand programmes in Istanbul and sexual harassment prevention programmes in Beijing, Hanoi and New Taipei City. The latter are victim-focused with the exception of the programme in Hanoi, which focuses on the assailant, raising awareness among young and adult men around sexual harassment.

Finally, we would point to the difficulty in finding information on initiatives in the Chinese metropolises. The documentation found speaks to the existence of a number of initiatives to prevent sexual harassment on public transport.

Local Action on the Bus, Hanoi

The Transport Secretariat analysed sexual violence on public transport with different public and private stakeholders and used the results to draft benchmarks on accessibility, infrastructure status, safety and perception of safety for female passengers.

With the aim of tackling sexual harassment and violence on buses, an awareness campaign was launched, targeted at young people via comics handed out on the buses and at the ticket office. Forty thousand comics were distributed overall. The programme also included training all 4,600 personnel on how to handle sexual violence on public transport.

Photo by Chang Hsien on Unsplash

2.2 Comparative Analysis Between Metropolises

During the process of comparing the 68 detected initiatives[5], we should indicate that not enough information was found on two of them (one from **Johannesburg** and the other from **La Paz**) and they were therefore excluded from the analysis. No gender-sensitive safety policy was found for **Nouakchott**.

Sixty-eight gender and safety initiatives were ultimately compared, considering the following benchmarks:

FORM OF INITIATIVE

There was a wide diversity between the different initiatives analysed. Despite this, ones classed as a **plan or programme accounted for 41% of the initiatives**, with one very positive data point concerning their nature, i.e., **they were of a medium- or long-term duration and had a high impact**.

In North Africa, of note were the safety audits of **Cairo**, the Safe Cities programmes of **Rabat** and **Marrakesh** and the gender-sensitive local plans of **Casablanca**. The South Africa region was distinguished by the programme in the municipality of **eThekwini**, in **Durban**, that approached women's safety from the public-private space continuity.

In this way, other geographical areas present similar programmes, such as **Tijuana's** *Prevention of Violence Against Women* programme and **San Salvador's** *Safe Cities and Safe Public Spaces* initiative, **Hyderabad's** *She Teams* and **Seoul's** *Safer Neighbourhoods for Women* programme.

Thirty-eight percent of the initiatives were **awareness actions and campaigns** in Asia, Latin America and the Caribbean. The awareness campaigns against sexual harassment on public transport of **Beijing, Santiago de Chile** and **Porto Alegre** are clear examples.

FORM

Campaign 15%
Programme 26%
Action 23%
Plan 15%
Law/Regulation 21%
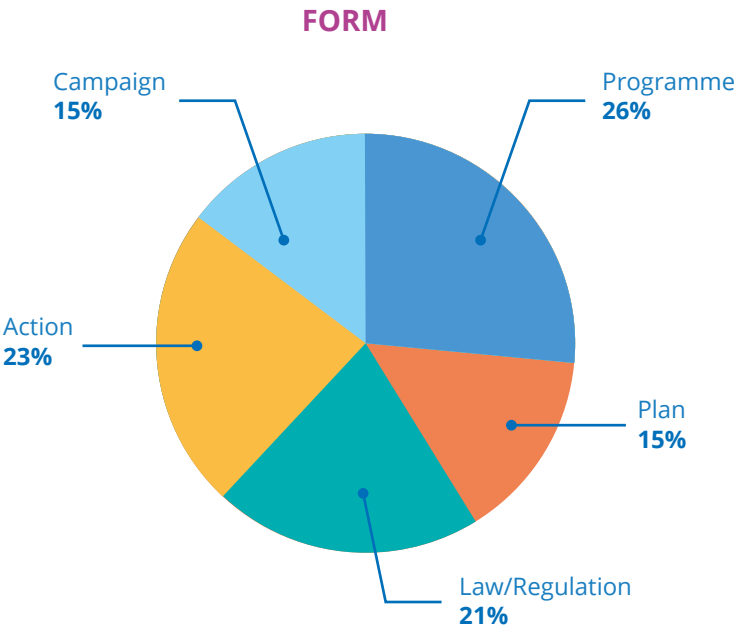
5 See Appendix 1 comparison table.

Photo by Ajuntament de Barcelona on Flickr

Onboarding the Gender Perspective in Local Development Programmes in Casablanca

Casablanca is working on onboarding the gender perspective in local development programmes in the context of the Interior Ministry's Partnership Convention to promote gender-sensitive local governance. The aim of this initiative is therefore to shore up local gender governance and promote women's engagement in local affairs management. Local Action Plans are being developed that endeavour to incorporate the gender perspective in local policies through the creation of gender-sensitive Equity and Equal Opportunity Programmes.

Finally, **21% of the initiatives** were identified as **legislative**, with regulatory frameworks protecting and in turn facilitating the implementation of medium- and long-term policies, programmes and other initiatives. Specifically, of note was **Buenos Aires'** *Comprehensive Law on the Prevention and Fixing of Sexual Harassment and Rio de Janeiro's Use of Social Name and Respect for Identity* regulation, as well as regulations for tackling sexual harassment on transport and in the public space by Asian metropolises like **Guangzhou**, **Kolkata** and **Mashhad**.

The forms of detected initiatives showed either **an institutional and economic commitment to the comprehensive approach towards the issue (plans) or the existence of agreements with international organisations** like UN Women or UNFPA for medium- and long-term programme implementation.

TYPE AND FOCUS

With respect to policy type, **29%** of the initiatives included more than one type of action. Of note were the **59% of initiatives with reactive actions**. **Thirty percent** of these policies, in their original state, **were found principally in Asia and focused on the victim** in the form of helplines, crisis centres, police interventions and legal codes and regulations.

Examples included **Istanbul, Mashhad** and **Tehran** and women-only transport services, as well as victim care centres, the *One Stop Crisis Centres* of **Bangkok** and the *Women's Helpline* in **Kolkata**.
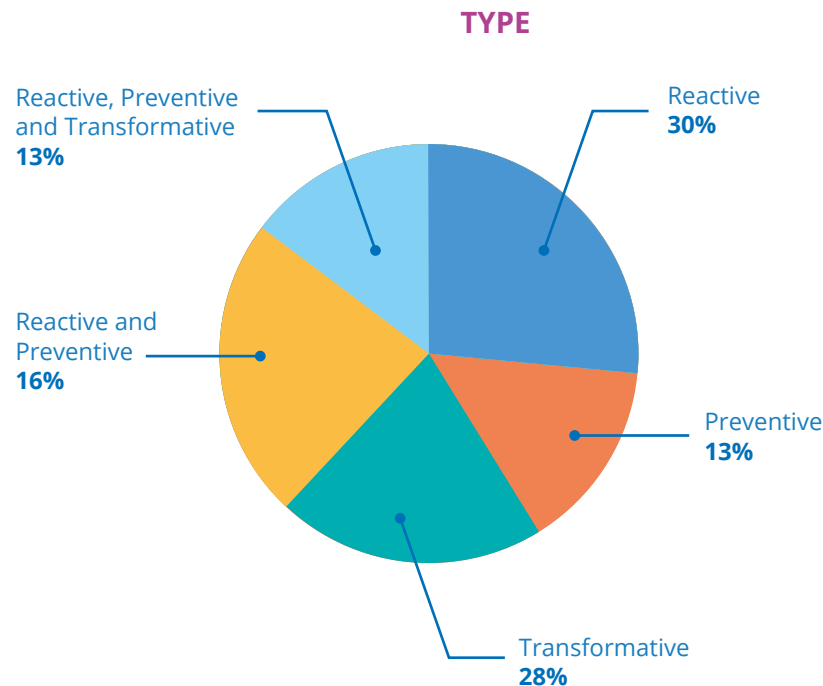
If we look at prevention, **42%** of the **initiatives contained components of a preventive nature** and were largely found in Latin America and the Caribbean. On the other hand, in their original state, preventive initiatives made up **13%** of initiatives, with Africa and North America as the core suppliers. **These initiatives were characterised by focusing on both victim and the assailant** and presented in the form of sexual harassment prevention and awareness campaigns, like the one to engage men and children in **Cairo's** *Because I Am a Girl* campaign or through service provisions like the *Between Two Stops* request bus stops in **Montreal** and **Toronto**.

It is also significant that **41%** of the total **initiatives were transformative** or developed actions of this type and that they were found noticeably in Latin America and the Caribbean. In this regard, we would mention the predominance of transformative initiatives in an original status, with **28%** of the total initiatives, bringing them in ahead of preventive actions and practically at the same level as reactive ones.

The transformative initiatives were characterised by a holistic approach covering the general public as a whole, with examples such as the *Montevideo Free of Sexual Violence in Public Spaces Action Plan* and **Aburra Valley's** *Public Spaces and Public Transport Safe for Women and Girls* metropolitan agreement, or the gender-sensitive integration policy across local programmes in **Casablanca**.

TYPE

Reactive, Preventive and Transformative
13%

Reactive and Preventive
16%

Reactive
30%

Preventive
13%

Transformative
28%

It is important to mention that the transformative initiatives were developed in metropolises in the global south, with very limited access to resources and occasionally in an unfavourable political context. Africa is another example of this.

On the other hand, transformative policies with a plan format happened in urban spaces with a commitment to invest in public resources and which have stated their engagement in onboarding the gender perspective in urban planning and safety policies. The implementation of transformative initiatives was possible thanks to partnerships and support from international organisations like the UN, but also to the commitment and work of women's and feminists' organisations that partnered on the rollout of the different initiatives.

Finally, in general terms we could refer to the focus of the initiatives from the insight of progress. **If initially the vast majority of the initiatives were aimed at victims**, and even though this continues to be the majority position **28%**, especially in the Asia region, **this trend is slowly starting to recede** and **we find an increasingly greater number of initiatives, 26%, focused on the general public**, with Europe, Latin America and the Caribbean being the main instigators.

This trend towards **the development of more general public-focused initiatives is a product of enhanced social awareness around gender violence and the subsequent change of paradigm**, with the problem now considered of community interest and not just individual.

FOCUS

■ Victim, general public and assailant
■ Victim and assailant
■ Victim and general public
■ General public
■ Victim
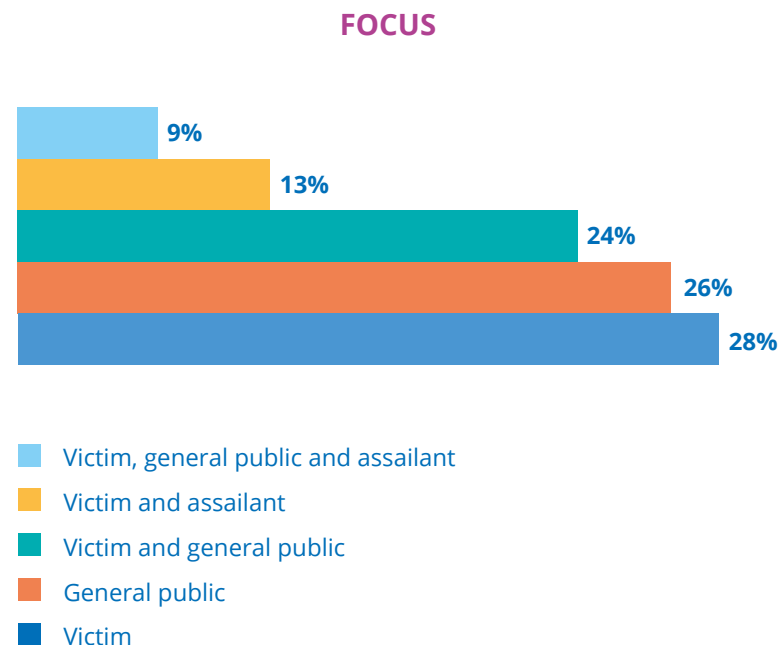
PROMOTER

With regards the promoter, **62%** of the initiatives were spearheaded by the **municipal or metropolitan government**, and in **North America** all the initiatives were government-originated. Similarly, **29%** of the actions **enjoyed the collaboration of civil society organisations and/or international bodies** such as UN Women and the Safe and Friendly Cities for All programme in **Marrakesh, Istanbul, New Delhi** and **Hyderabad**.

By contrast, only **6% of the initiatives** had the exclusive backing of **women's associations**, most being in the **Africa** region, with *Gauteng's Safe Ride* campaign a prime example.

PROMOTER

- 1% Women's organisation
- 4% International organisation
- 4% Government + Women Organisation
- 6% Civil society
- 7% Government + International organisation
- 15% Diverse partnerships
- 62% Goverment

Safe Ride, Gauteng

The Sonke Gender Justice association launched the *Safe Ride* campaign in 2016, seeking a commitment from the government and provincial taxi companies to eradicate violent behaviour with taxi customers, prevent gender and sexual violence and promote gender equality and the safety of women and girls in the taxi industry. Different awareness activities were held with taxi drivers and government personnel, including:

- Gender violence prevention workshops
- Study into the safety of women and girls on public transport
- Radio programme on sexual harassment in the taxi industry
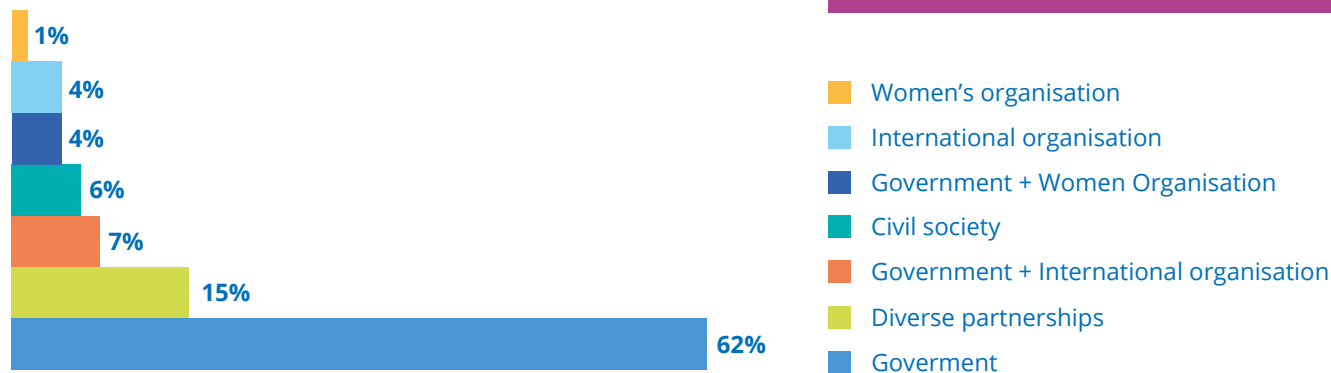
THEMATIC AREA

The initiatives were classified by thematic area considering the type of gender violence they addressed and the violence-associated urban issue.

In this regard, depending on the type of gender violence addressed, **41%** of the initiatives focused mainly on the area of **sexual harassment** and the category of **mobility**. These initiatives were found in Asia and Latin America and the Caribbean, with policies such as the *Sexual Harassment Out! Safety In! Sexual Harassment Prevention on the Bus Go Go Go!* programme of **New Taipei City** and **Buenos Aires'** *Harassment Line*.

Photo by Plan International

Sexual Harassment Out! Safety In! Sexual Harassment Prevention on the Bus Go Go Go!, New Taipei City

The New Taipei City government launched the *Sexual Harassment Out! Safety In! Sexual Harassment Prevention on the Bus Go Go Go!* initiative with the aim of combatting harassment and empowering women to report any such situation. 27% of reported sexual harassment in New Taipei City happened on public transport. Ninety-six percent of victims were women, of which 84% were aged under 40.

Initially the operators and drivers of 13 bus lines were given training on sexual harassment and action mechanisms in situations of assault, while a sexual harassment prevention protocol was prepared for bus operators at the same time.

Today the New Taipei City Transport Department conducts a quality assessment around the operation of the bus service every six months and publishes the results in the media. The Taipei Rapid Transit Corporation (TRTC) has also launched women-targeted services such as the *'Night Time Waiting Zone for Female Passengers'*.

The main thematic area in **48%** of the **initiatives turned on mobility**. The policies with the highest incidence and potential for change were found in the programmes tackling sexual harassment in **Quito** and the gender mainstreaming policies in mobility, in particular in pioneering policies such as **Mexico City's** *Mobility and Gender Strategic Plan* and Buenos Aires' *Gender and Mobility Plan in the Autonomous City*. Both these initiatives expand the view of safety in mobility to respond to the forms of violence women and girls experience in transport, onboard and unpack care mobility and implement work-based initiatives to promote gender equity across the transport sector.

Mobility and Gender Strategic Plan, Mexico City.

The Mexico City Mobility and Gender Strategic Plan was approved in 2019 with a focus on mobility aimed at accessible, comfortable, safe and efficient transit. To move forward on this vision, the plan defined three strategic areas that respond to the three core problems women face around mobility:

a. Sexual violence and aggression towards women in the integrated transit system

b. Gender equality and institutional culture in the transport sector, and

c. Women's travel needs and patterns in response to care mobility.

For each area, the 2019 Gender and Mobility Strategic Plan designed dedicated action areas, activities, challenges and leads.

By contrast, **32%** of **the initiatives approached gender violence in a broader sense**, **digging down on the violence against women and girls in the public space-community-private space continuum**. In some metropolises these initiatives take the form of care centres for women and girls who have experienced violence, such as the *Bharosa Programme* in Hyderabad, governance structures like the *Local Safety Councils for Women (CLSM)* in Bogota or via the *Municipal Secretariat of Urban Planning, Infrastructure and Housing Planning and Management of Public Safety* initiatives of Rio de Janeiro.

Additionally, **27% of the initiatives approached gender violence** by shoring up safety policies **through the training of security forces**, the installation of cameras or the preparation of protocols for a coordinated response to situations of sexual violence in the public space or on public transport. These measures were supported in some metropolises by technology tools such as the apps to report assaults. Quito, Toronto and Seoul are some examples.

Finally, **16%** of the initiatives were **linked to urban development**, with noteworthy examples in Europe and Africa such as the *Plan to Onboard the Gender Perspective in Urban Development Programmes* of Berlin, Barcelona and Casablanca.

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INTERSECTIONALITY AND WOMEN'S ENGAGEMENT

In the process of detecting and unpacking the initiatives implemented by members, we established the category of 'Intersectionality' originally as one of the research commitments. Once the analysis was concluded, **47% of the initiatives were found to have an intersectional insight**, distributed mainly across Latin America and the Caribbean and Africa. A clear example is the work implemented by UN Women via the *Safe Cities and Safe Public Spaces for Women and Girls* programmes of **Bogota**, **Medellin**, **Aburra Valley** and **Durban**.

From a government perspective, we would emphasise the initiatives of **Bogota** with its Land Use Plan Review and **Medellin's** *Public Policy on Gender Equality for Urban and Rural Women*. We would also signal a number of examples of initiatives that included variables such as age or gender identity, present in **Cairo's** *Because I Am a Girl* campaign and **Rio de Janeiro's** *Use of Social Name and Respect of Identity* regulation, or the social class-based programmes in depressed neighbourhoods of **Durban**, **Marrakesh** and **Cairo**.

INTERSECTIONAL PERSPECTIVE
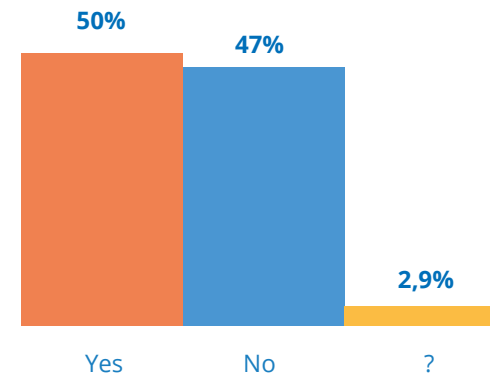
Finally, we examined initiatives with an **active engagement** of women and girls. In this regard, **44%** had this feature, mostly in the form of longstanding programmes and plans where women were actively onboarded, such as the safety audits and the snapshot of action or strategic plans. On the other hand, there were public initiatives with a high profile for women and girls such as **Hanoi's** *Local Action on the Bus* programme and the *Montevideo Free of Sexual Violence in Public Spaces Action Plan* in **Montevideo**.

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Montevideo Free of Sexual Violence in Public Spaces Action Plan, Montevideo.

The Montevideo Action Plan is part of the third Montevideo Gender Equality Plan: Moving the Dial on Discrimination-Free Rights (2014-2020). This is a roadmap that brings together the commitment of the departmental government and the eight municipal governments of Montevideo to mainstream the gender perspective in city government policies and its departments. The document contains a safety appraisal of two city areas. An open participative process was then organised to onboard the actions into the plan. The plan covers five work areas with specific actions for each of them: data and partnerships with strategic stakeholders; comprehensive laws and policies; town planning and mobility; transforming social norms; and implementation, monitoring and evaluation.

LEVEL OF IMPLEMENTATION

The analysis around the level of implementation of the initiatives was crucial to being able to appraise their impact on women's perceptions of safety in the metropolises' urban spaces. In this regard, evaluating the level of implementation of the different initiatives proved challenging since, owing to the low number of responses received, this indicator was assessed solely by analysing the documentation. This revealed that **61%** of the initiatives had a **high or medium-high level of implementation**.

Of note is the fact that it was not possible to assess the level of implementation of almost 15% of the initiatives.

With a **high level of implementation**, we found metropolises that had developed more complex initiatives with a higher incidence. **We found that initiatives with a plan format were more effective and had a greater capacity for transformation** owing to a higher level of implementation, **since they included a diversity of actions with greater continuity in time**. Examples included **Quito's** *Safe City for Women and Girls Action Plan*, the **municipality of eThekwini's** *Safety Programme*, **Barcelona's** *Urban Planning with a Gender Perspective* **government measure and Berlin's** *Gender Mainstreaming in Urban Development* initiative.

These and other initiatives, with a high level of implementation, have been put into practice by metropolises with a long track record in defining and implementing gender-sensitive safety policies.

> ### *Gender Mainstreaming in Urban Development*, Berlin.
>
> Berlin initiated its gender mainstreaming in the city's public policy strategy in 2001, focusing on housing, mobility, public space and urban planning.
>
> Today the city has a master plan for its implementation; gender-sensitive participative processes; gender criteria in public competitions; gender budgets in the Senate's Department of Urban Development and Housing; instruments to apply dedicated projects and procedures around urban development; and an advisory board for dedicated women's affairs where they can bring their experience significantly to bear on implementing gender mainstreaming across the department.

Closely linked to the importance of gender policies within the institution is the budgetary allocation of these initiatives in the metropolises. The level of implementation of a policy is linked to the budget allocated to roll out the corresponding actions, such as in the case of Medellin's *Safe Cities and Safe Public Spaces for Women and Girls* programme.

By contrast, awareness and personnel training initiatives were generally considered to have a high level of implementation due to their transformative capacity. Examples of public-transport personnel training included initiatives in Marrakesh and Greater Lyon, as well as Brussels' *Zero Sexism* campaign. These types of initiatives make policies more permeable and able to reach a larger number of people.

Finally, initiatives with a medium level of implementation made up 22% of the initiatives and were the ones still in an implementation phase with no precedents or supplementary policies. Latin America and the Caribbean stands out in this range of implementation, with 11 of the 15 initiatives, including San Salvador's *Urban Safety Metropolitan Policy* and La Paz's *Policy of Community Social Protection and Violence Prevention Policy* being examples.

With regards the form of initiatives in this range, we could include the programmes to prevent sexual harassment on transport that have been maintained over time but which are not linked to other policies. Atlanta's *Metropolitan Atlanta Rapid Transit Authority (MARTA) code of conduct* and Beijing's *Campaign to Prevent Sexual Harassment on the Underground* are examples.

Photo by Jack Young on Unsplash

03

Takeaways

This study presented the second phase of the mapping of policies in place in the Association's metropolises, specifically designed to tackle the urban safety of women and girls in the public space. This second phase dug down into analysing the policies promoted by 44 Metropolis members posited on a documentary review of the detected initiatives. Although a more qualitative analysis was established in principle, the research ended up being supported on the documentary analysis since very few responses to the questionnaires sent out were received.

As a result, we found a diversity of available information was related to the level of implementation, background and context of the initiative. In this sense, there were some metropolises with a longstanding track record in public policies with a gender perspective and therefore more information that was easier to access, such as Barcelona, Berlin, Mexico City, Cairo, Montreal, New Delhi and Seoul. At the other end, there were members with ad hoc or recently promoted policies where the available information was limited and it was not possible to fully compile the initiative content.

The lack of information made it difficult to analyse some categories such as the intersectional perspective or women's participation, so it was not possible to compile the content of some of the initiatives in their entirety.

Likewise, the investigation concluded that the metropolises that have developed the more complex policies and with a higher incidence are those that have a backstory of defining and implementing gender-sensitive policies, particularly when they are policies on safety in the public space with a gender perspective. In this regard, the institutional strength of the area promoting the policy is very important, so the place they occupy within the government's flowchart is key.

We could see the evolution of a number of metropolises that began to implement reactive initiatives to work on violence against women (Bogota, Buenos Aires, Mexico City, Medellin, Quito, Seoul) and which currently apply a more transformative approach and have a longer track record, giving them more technical knowledge about the issue.

In this direction, contexts that have a structured feminist movement have more strength to implement policies that help eradicate violence against women and girls in the public space. In the same way that the role of the feminist movement was fundamental in promoting urban policies to improve urban safety with a gender vision in the 1990s in Canada (Montreal), today the weight of the feminist movement in Latin America and the Caribbean is powering the drafting of safety policies, while successful experiences initiated

by feminist organisations (such as the safety audits prepared by feminist groups like the Women and Habitat Network of Latin America and the Caribbean) are also making a contribution.

Many of the analysed metropolises have started or are developing their policies on violence in the public space taking the Safe Cities Free of Violence Against Women and Girls' global programme launched by UN Women in November 2010 as a framework. This programme develops, implements and evaluates comprehensive approaches to prevent and respond to sexual harassment and other forms of sexual violence against women and girls in different scenarios. It has helped numerous metropolises roll out actions in this area. One clear example is the Africa region, where the biggest gaps and also the most noticeable progress have been detected if we compare initial inequality ratios. These achievements have been able to be crafted thanks to a number of political changes made in the region and by building up women's and feminist organisations.

To continue to move forwards on the safety of women and girls in public spaces it is essential for metropolises that have been working towards this goal to be able to consolidate their policies and make medium-term progress towards more transformative approaches. In this regard, it is necessary to onboard the different problems in the political agendas of member governments and for them to expressly state this to consolidate models of governance committed to eradicating gender violence as a fundamental right to a violence-free life for women and girls.

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05

Appendix

APPENDIX 1: TABLE

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
AFRICA												
Bamako	Programme for women and girls impacted by the crisis, their rehabilitation and full engagement in peacebuilding	Programme	Gender violence	R	?	Government / International organisation	Victim	Yes	Yes	Yes	Yes	No
Cairo	Women's Safety Audits by the Ministry of Housing, Public Services and Urban Development	Programme	Mobility / Public Space / Safety	T	High	Government	General public	No	Yes	No	Yes	No
	Engaging men, boys and girls to spearhead campaigns (Because I Am A Girl)	Campaign	Safety / Public Space	P	High	Civil society organisation	Victim / Assailant	Yes	Yes			
Casablanca	Onboarding of the gender perspective in local development programmes	Action	Urban development	T	?	Government / International organisation	General public	No	No	No	Yes	No
	Campaign against harassment on public transport: "Don't Harass Me: Public Transportation is for You and Me"	Campaign	Sexual Harassment / Mobility	R / P	High	Civil society organisation	Victim / Assailant / General public	No	Yes			
Durban	Safety Programme – eThekwini Municipality Safety Strategy	Programme	Safety / Public Space / Urban development	R / P / T	High	Government	Victim / General public	Yes	Yes	No	Yes	No

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Gauteng	Women and Girls' Experiences of Gender Violence on Public Transport in Gauteng and the Western Cape Province	Action	Sexual Harassment	R	High	Civil society organisation	Victim	Yes	Yes	Yes	Yes	Yes
			Mobility				General public					
	"Safe Ride" Campaign	Campaign	Sexual Harassment	R	High	Civil society organisation	Victim	No	Yes			
							Assailant					
			Mobility	P			General public					
Johannes-burg	'Informal Business Against Crime' Integrated Development Plan	Plan	Safety	P	High	Government	Victim	Yes	No	Yes	Yes	No
			Public Space				General public					
Marrakesh	ALSA bus company policy	Programme	Public Space, Mobility	R	High	International organisation	Victim	No	No	No	Yes	No
			Sexual Harassment				Assailant					
	Safe and Friendly City for All programme	Programme	Public Space	T	High	International organisation	General public	Yes	Yes			
			Mobility			Government and Women's organisation						
			Sexual Harassment									
Nouakchott	No information found											
Rabat	Safe and Friendly City for All programme	Programme	Public Space	P	High	International organisation	Victim	Yes	No	Yes	Yes	No
			Safety, Gender violence				Assailant					

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
NORTH AMERICA												
Atlanta	Metropolitan Atlanta Rapid Transit Authority (MARTA) Code of Conduct	Legislative/ Regulatory	Mobility / Sexual Harassment	R	Medium	Government	Victim / Assailant	Yes	No	Yes	Yes	Yes
Mexico City	2019 Mexico City Gender and Mobility Strategic Plan	Plan	Mobility / Sexual Harassment	T	High	Government	General public	Yes	Yes	Yes	Yes	Yes
Montreal	2015-2018 Action Plan for the Equal Participation of Women and Men	Plan	Urban development	T	?	Government	General public	No	No	Yes	Yes	
	"Between Two Stops" Request Stop Service	Action	Safety / Mobility	P	High	Government	Victim	No	No			
Tijuana	Municipal Programme on the Prevention, Attention, Punishment and Eradication of Violence Against Women	Programme	Gender violence	R / P	Medium	Government	Victim / Assailant / General public	Yes	No	Yes	Yes	No
Toronto	Campaign y App #This is Where	Campaign	Mobility / Technology / Sexual Harassment	P	High	Government	Victim / Assailant	Yes	No	Yes	Yes	No
	Between Two Stops Request Stop Service	Action	Safety / Mobility	P	High	Government	General public	No	No			

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
EUROPE												
Barcelona	'Urban Planning with a Gender Perspective' Government Measure	Legislative/ Regulatory	Urban devel- opment	T	High	Government	General public	Yes	No	Yes	Yes	Yes
	"We won't keep quiet" protocol against sexual assaults and harassment in private night-time leisure venues	Campaign	Public Space	R	High	Government	General public	No	No			
			Sexual Harassment									
Berlin	Gender Mainstreaming in Urban Development	Legislative/ Regulatory	Urban devel- opment	T	High	Government	General public	No	No	Yes	Yes	Yes
Brussels	Zero Sexism campaign	Campaign	Sexual Harassment	R	High	Government	General public	Yes	No	Yes	Yes	Yes
			Public Space	P		Civil society organisation						
Greater Lyon	SYTRAL 2014-2017 Safety and Crime Prevention Territorial Strategy	Plan	Mobility	T	High	Government	Victim	No	Yes	Yes	Yes	Yes
			Sexual Harassment			Women's organisation	General public					
Madrid	2018-2020 Madrid Strategic Plan for Gender Equality	Plan	Gender violence	R	Medium-High	Government	Victim	Yes	No	Yes	Yes	Yes
				P								
				T			General public					

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
LATIN AMERICA AND CARIBBEAN												
Bogota	Local Councils on Safety for Women (CLSM) and Local Safety Plans for Women (PLSM) Bogota D.C.	Plan	Gender violence	R / P / T	Medium-High	Government / Civil society organisation	Victim / General public	Yes	Yes	Yes	Yes	Yes
	Bogota Land Use Plan Review	Action	Urban development	T	Medium	Government / International organisation / Civil society organisation / Women's organisation	General public	Yes	Yes			
	Safe Cities for Women and Girls	Programme	Gender violence / Safety / Public Space	T	High	Government	General public	Yes	No			

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Buenos Aires	Comprehensive Law on the Prevention and Fixing of Sexual Harassment (Law 5742)	Legislative/ Regulatory	Sexual Harassment	R	Medium-High	Government	Victim	No	No	Yes	Yes	Yes
			Public Space				General public					
	Harassment Hotline	Action	Sexual Harassment	R	Medium-High	Government	Victim	No	No			
			Mobility									
			Technology				General public					
	Actions with a Gender Focus on Argentina's state railway operator (SOFSE) and the Buenos Aires Underground (SBASE).	Campaign	Sexual Harassment	T	Medium-High	Government	Victim	No	Yes			
			Mobility				General public					
	Autonomous City of Buenos Aires 2019 Gender and Mobility Plan	Plan	Sexual Harassment	T	Medium	Government	General public	Yes	Yes			
			Mobility									
La Paz	Social Community Protection Policy and Violence Prevention Policy	Legislative/ Regulatory	Gender violence	R	Medium	Government	Victim	Yes	Yes	Yes	Yes	No
				P		Civil society organisation	General public					
				T		Private sector						
	Peace in La Paz: Safe and Violence-Free											

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Medellin	Public Policy on Gender Equality for Urban and Rural Women in Medellin	Legislative/ Regulatory	Gender violence	T	High	Government / Civil society organisation / Private sector	General public	Yes	Yes	Yes	Yes	Yes
	Safe Cities for Women and Girls	Programme	Gender violence / Safety / Public Space	T	High	Government / Civil society organisation	Victim / Assailant / General public	Yes	Yes			
Montevideo	Montevideo Free of Sexual Violence in Public Spaces Action Plan	Plan	Sexual Harassment / Public Space	T	High	Government	General public	No	Yes	Yes	Yes	Yes
Porto Alegre	Campaign Against Sexual Harassment on Public Transport	Campaign	Mobility / Sexual Harassment	R / P	Medium	International organisation	Victim / Assailant	No	No	No	Yes	No
Quito	Safe City for Women and Girls Action Plan	Plan	Safety / Mobility / Technology	R / P / T	High	Government	Victim / Assailant / General public	Yes	Yes	Yes	Yes	No

| City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Rio de Janeiro	Municipal Secretariat of Urban Planning, Infrastructure and Housing Planning and Management of Public Safety	Plan	Gender violence	P	Medium	Government	Victim	No	No	Yes	Yes	No
			Urban development	R			General public					
	Women's Promotion and Social Protection Policy	Legislative/ Regulatory	Gender violence	R	High	Government	Victim	Yes	Yes			
				P								
	'Purple Lines' initiative	Programme	Gender violence	R	Medium	Government	Victim	No	No			
			Mobility	P			General public					
			Urban development									
	Women-only Carriages	Action	Sexual Harassment	R	Medium	Government	Victim	No	No			
			Mobility									
			Urban development									
	Use of Social Name and Respect of Identity	Legislative/ Regulatory	Gender violence	R	Medium	Government	Victim	Yes	No			
				P								
				T								
Rosario	Women for the City	Action	Safety	P	Medium	Government	Victim	No	Yes	Yes	Yes	?
			Urban development				General public					
			Public Space			Women's organisation						
	'Not The Support We Want' campaign	Campaign	Safety	R	Medium	Government	Victim	No	No			
			Mobility	P		Women's organisation	Assailant					

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Santiago de Chile	Initiatives under the mandate of the Directorate for Prevention and Urban Safety implemented by Community Cohesion Groups	Action	Safety	R P T	Medium-High	Government / Civil society organisation	Victim / General public	?	Yes	Yes	Yes	No
San Salvador	Urban Safety Metropolitan Policy	Legislative/ Regulatory	Gender violence (R), Public Space (P), Mobility (T)	R P T	Medium	Government	Victim / General public	Yes	Yes	Yes	Yes	No
	Safe Cities and Safe Public Spaces	Programme	Gender violence (R), Safety (P), Public Space (T)	R P T	Medium-High	Government / International organisation	Victim / General public	Yes	Yes			
Aburra Valley	Public Spaces and Public Transport Safe for Women and Girls in Aburra Valley. Metropolitan Agreement (14 July 2020)	Legislative/ Regulatory	Sexual Harassment, Mobility, Public Space	T	Low	Government	General public	Yes	?	Yes	Yes	Yes

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
ASIA PACIFIC												
Bangkok	'One Stop Crisis Centre' initiative	Action	Gender violence	R	High	Government	Victim	No	Yes	No	Yes	No
Beijing	Campaign to prevent sexual harassment on the underground	Campaign	Sexual Harassment	R	Medium	Women's organisation	General public	No	Yes	No	Yes	No
			Mobility	P								
Guangzhou	Guangzhou Regulations on the Protection of Rights and Interests of Women	Legislative/ Regulatory	Mobility	R	?	Government	Victim	No	No	No	Yes	No
			Sexual Harassment									
Hanoi	Local Action on the Bus	Action	Mobility	P	High	Government	Victim	Yes	Yes	No	Yes	No
			Sexual Harassment			International organisation	Assailant					
Hyderabad	Safe Cities for Women and Girls programme	Programme	Gender violence	T	?	Government	General public	Yes	No	Yes	Yes	No
			Safety			International organisation						
			Public Space									
	She Teams (Hyderabad City Police)	Programme	Public Space	R	Medium- High	Government	Victim	?	?			
			Mobility			Government						
			Sexual Harassment									
	Telangana State Safety Commitment to Women	Legislative/ Regulatory	Safety	R	High	Government	Victim	No	No			
	Bharosa Programme – Women's Support Centre	Programme	Gender violence	R	High	Government	Victim	No	No			

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
Istanbul	System of on-demand stops for buses after 10 pm (no official name)	Action	Mobility	P	?	Government	Victim	No	No	No	Yes	No
	Safe Spaces for Women and Girls	Programme	Gender violence	R	?	Academia / International organisation / Government	Victim	Yes	Yes			
Kolkata	Implementation of the Indian Penal Code by the Kolkata Police against sexual violence, women-only transport and a hotline	Legislative/ Regulatory	Sexual Harassment / Mobility / Public Space	R	High	Government	Victim / Assailant	No	No	No	Yes	No
	Women only public transportation offered by the city	Action	Mobility / Sexual Harassment	R	High	Government	Victim	No	No			
	Women's Helpline	Action	Gender violence	R	High	Government	Victim	No	No			
Mashhad	Mashhad municipality actions to have a safe and secure public spaces & transportation for women	Legislative/ Regulatory	Urban development / Safety / Mobility	R	?	Government	Victim	No	No	No	Yes	No
New Delhi	Safe City Programme	Programme	Gender violence / Safety / Public Space	T	High	Government / International organisation / Women's organisation	Victim / Assailant / General public	Yes	Yes	Yes	Yes	No

City	Policy	Form	Thematic Area	Type	Level of Implementation	Promoter	Focus	Intersectionality	Women's Engagement	Dedicated Equality Area	Gender Violence Regulatory Framework	Mainstreaming Policies
New Taipei City	Sexual Harassment Out! Safety In! Sexual Harassment Prevention on the Bus Go Go Go! Programme	Programme	Mobility	R	Medium	Government	Victim	Yes	?	No	Yes	Yes
			Sexual Harassment	P								
Seoul	Seoul Safer Neighbourhoods for Women Programme	Programme	Gender violence	T	High	Government	Victim	No	Yes	Yes	Yes	Yes
			Safety									
			Technology									
			Public Space									
Shanghai	Women-only Carriages	Action	Sexual Harassment	R	?	Government	Victim	No	?	No	Yes	No
			Mobility									
Tehran	Women-only bus service	Action	Sexual Harassment	R	?	Government	Victim	No	?	No	Yes	No
			Mobility									
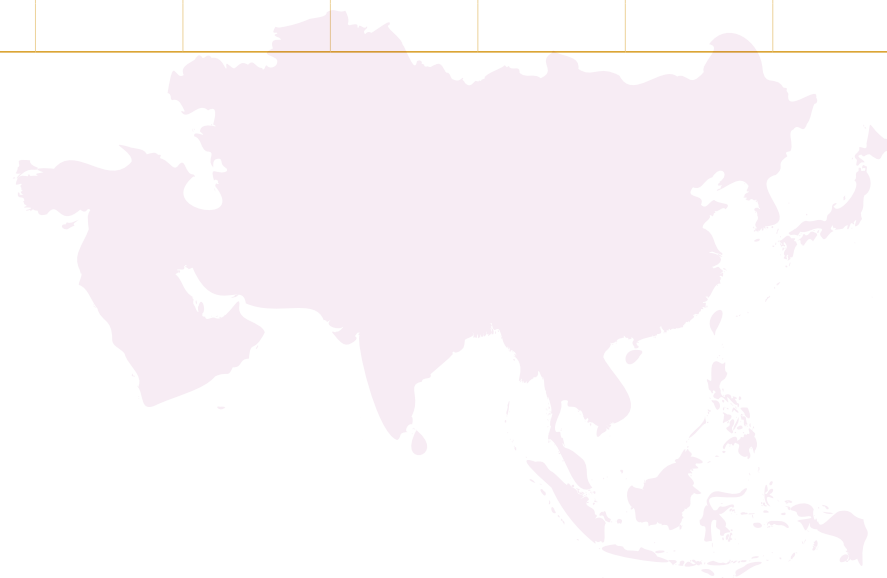
APPENDIX 2: METHODOLOGY

In this second project phase the research work was organised into three stages:

STAGE 1. COLLECTION OF INFORMATION FROM THE STUDY METROPOLISES

Information compilation started at different times and with differentiated work implications for the 44 metropolises, with 12 new members on which there was no information at project start.

To collect content, a preliminary **documentary analysis** was performed and a **standard questionnaire** sent to participating members, available in the Association's three official languages. Furthermore, although **interviews** with members was established at the start, they were not ultimately carried out due to the health emergency situation around Covid-19.

Documentary Analysis

The documentary analysis of the public policies began with a reading of the digital content and official websites related to the study initiatives.

At a conceptual level, and given the diversity of approaches towards safety policies with a gender vision and the range of terms and nuances used across the different contexts, terms such as **woman, gender, feminism** and **inclusion** were used in association with concepts like **public space, safety,** **sexual harassment, gender violence, violence against women, sexual violence, urban development** and **transport**.

The use of one term or another in each context provided information on the level of development or maturity of the policies, although we have to recognise the importance of all the initiatives in their different states and the material and symbolic difficulties of their implementation in certain contexts.

Questionnaires

Information was compiled using a standard questionnaire tweaked according to the purpose. On the one hand, this involved updating the information obtained in the first study phase and doubling down on some points not analysed in the previous mapping. This review questionnaire was answered by five of the 32 metropolises: Bogota, La Paz, Medellin, Rio de Janeiro and San Salvador. A second questionnaire was sent to the 12 new study members with the aim of detecting gender-sensitive safety policies in an implementation phase. This second analysis questionnaire was answered by two of the 12 metropolises: Aburra Valley and New Taipei City.

STAGE 2. INFORMATION SYSTEMATISATION AND VERIFICATION

When all the information had been collected it was systematised into two types of factsheet to facilitate subsequent analysis.

Factsheet 1: metropolitan context indicators.
Factsheet 1 included metropolitan context benchmarks from the Metropolis Observatory.

Factsheet 1: Metropolitan Context Indicators	
Population	Metropolis Indicators
Gini Index	World Bank
GDP Per Capita	Metropolis indicators
Poverty Ratio	Metropolis indicators
Percentage of Female Unemployment	Metropolis indicators
Gender Pay Gap	Metropolis indicators
Dedicated Equality Area	Institutional websites for each city
Gender Mainstreaming Policies	Institutional websites for each city
Regulatory Framework on Gender Violence	Institutional websites for each city
Institutional Data on Victimisation	Institutional websites for each city
Gender Equality Indices: Gender equality index (GII) and Global gender gap index (GGGI)	United Nations Development Programme, UNDP. World Economic Forum. The Global Gender Gap Report 2021.

Factsheet 2: Metropolitan Policy with a Gender Perspective.
Factsheet 2 contained the information on the detected metropolitan initiative.

Factsheet 2: Metropolitan Policy with a Gender Perspective	
Background	List of policies and actions developed in the metropolises in recent years and no longer current
Description	
Form of Policy	Programme, strategic plan, campaign, ad hoc action and law/regulation.
Issue/s Addressed	Sexual harassment, gender violence, urban development, public space, mobility, safety and technology
Start Date	Year
Promoter	Equality, urban planning, engagement, mobility, safety
Other Organisations Involved	
Intersectionality	We crossed gender with other variables such as: age, origin, ethnicity, social class, civil status, etc.
Beneficiaries	
Territory of Application	Citywide, neighbourhood, regional...
Type of Policy	Reactive, preventive, transformative
Level of Implementation	High, medium, low
Stakeholders Involved	Government, organised civil society, academia, etc.
Source of Initiative	Initiative spearheaded by: metropolitan government, international organisation, civil society, NGO
Policy Focus	Victim, assailant, general public

The situation triggered by Covid-19 prevented us from checking the information with the contact people of the 44 analysed metropolitan spaces.

STAGE 3. INFORMATION ANALYSIS

This third stage involved digging deeper into the information obtained, enabling a dual-level analysis:

Analysis of the initiative in relation to the context.

This analysis made it possible to locate an initiative in the framework of a region, with specific characteristics and in relation to preceding gender policies, where applicable. It, therefore, took the factsheet 1 indicators, i.e., contextual metropolitan indicators, as a reference.

Comparative policy analysis.

This second and deeper level of analysis made it possible to prepare a comparison table of the initiatives belonging to the 44 analysed metropolises (Appendix 1 table) starting from the factsheet 2 indicators, i.e., metropolitan policy with a gender perspective.

This publication contributes to the implementation
of the following Sustainable Development Goals:
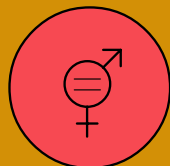
**GENDER
EQUALITY**

SDG 5

**SUSTAINABLE
CITIES AND
COMMUNITIES**

SDG 11

**PEACE, JUSTICE
AND STRONG
INSTITUTIONS**

SDG 16

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