

SAFE CITIES AND SAFE PUBLIC SPACES FOR WOMEN AND GIRLS GLOBAL FLAGSHIP INITIATIVE: INTERNATIONAL COMPENDIUM OF PRACTICES



SAFE CITIES
AND SAFE
PUBLIC SPACES

UN WOMEN GLOBAL FLAGSHIP PROGRAMME



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ENDING VIOLENCE AGAINST WOMEN SECTION
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Alejandra Guerron
(UN Women Ecuador)

Fernanda Bernardo
(UN Women Mozambique)

Anju Pandey and Salina Wilson
(UN Women India)

Wangechi Grace
(UN Women Kenya)

Gielan El Messiri and Cherine Aly
(UN Women Egypt)

Erica Diaz
(UN Women Guatemala)

Bessie Maruia and Brenda Andrias
(UN Women Papua New Guinea)

Magdalena Furtado
(UN Women Uruguay)

Flor Diaz and Angelica Escobar
(UN Women Colombia)

Aissata Camara and Matthew Graham
(New York City)

Charisse Jordan
(UN Women, The Philippines)

Maria Naredo and Purificacion Barreiros
(Madrid City Mayor's Office)

Yeliz Osman
(UN Women Mexico)

Ali Millar and Beth Ulrich
(Manitoba Status of Women, Canada)

Raphaelle Rafin
(UN Women Morocco)

ACRONYMS AND ABBREVIATIONS

CBO	Community-Based Organization
CCAM	Centre Culturel Africain du Maroc
CTA	Cairo Transport Authority
DCW	Delhi Commission for Women
FGD	Focus Group Discussion
IPG	Institute of Politics and Governance
GBV	Gender-Based Violence
GCRTRA	Greater Cairo Region Transport Regulatory Authority
KII	Key informant interviews
LGBT	Lesbian Gay Bisexual Transgender
METRAC	Toronto Metro Action Committee on Public Violence Against Women and Children
METRO	National Authority for Tunnels and Roads
MWCD	Ministry of Women and Child Development
MWD	Municipal Women's Directorate
MSB	Meri Safe Bus
NGO	Non-Government Organisation
NCDC	National Capital District Commission
NUCA	New Urban Communities Authority
NYC	New York City
OSAM	Open Street Audit Mapping
PNG	Papua New Guinea
PWD	Public Works Department
RTA	Road Transport Authority
SH	Sexual Harassment
SV	Sexual Violence
SWAVG	Sexual Violence against Women and Girls
SDG	Sustainable Development Goal
TOT	Train of Trainers
UN	United Nations
UN-HABITAT	United Nations Human Settlements Programme
UTTIPEC	Unified Traffic and Transportation Infrastructure Planning Center
VAWG	Violence against Women and Girls
WSA	Women Safety Audit

INTRODUCTION

Each city that participates in UN Women's Safe Cities and Safe Public Spaces Global Initiative commits to create safe and empowering public spaces for women and girls free from sexual harassment (SH) and other forms of sexual violence against women and girls (SVAWG). Through a comprehensive human rights and evidence-based approach, cities develop practical solutions in four main action areas. These include: ensuring that locally relevant and owned solutions are identified, strengthening laws and policies, investing in the safety and economic viability of public spaces, and fostering transformative social norms that promote women and girls' rights to use public spaces free from SH and other forms of sexual violence (SV).

This International Compendium addresses local authorities, policy makers, women's rights organizations, researchers and other practitioners committed to creating safe and sustainable cities and public spaces for women and girls across the world.

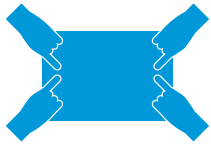
The compendium illustrates in a practical way some practices, strategies, and tools from women's safety partnerships in cities, including those that have developed safe city and safe public spaces programmes that form part of the Global Initiative.

For the most part, promising practices have been selected among those which have led to positive outcomes, involve collaborative partnerships, innovative action, and address women's safety in public spaces with an intersectional approach.

These women-led solutions range from: addressing gaps in data, establishing strong versatile partnerships

with different sectors to develop and strengthen laws and policies to prevent and respond to sexual harassment, to ensuring urban and transport plans inclusive of women's and men's needs and developing initiatives to change social norms.

It is important to note that while some city initiatives in the International Compendium illustrate action in one outcome area (e.g. building partnerships, or developing and implementing a law or policy), other city initiatives described may have advanced their journey across several outcome areas in the pathway to change. All cities are committed to advancing action in all areas of the Flagship Initiative, and local interventions should be seen as part of the comprehensive approach that the city is implementing. As this is an evolving area of research and practice, it is also important to recognize that what works well in one context may not always be easily transferable to another.



1. LOCALLY RELEVANT AND OWNED SOLUTIONS IDENTIFIED

In UN Women's Safe Cities and Safe Public Spaces Global Flagship Initiative, each city adapts a Global Framework and accompanying package of tools to their local context. As a first step, cities conduct a scoping study, which provides specific data to ensure a deep understanding of the nature of SH and other forms of sexual violence against women and girls (SVAWG). It also reviews available data on the extent of the issue and identifies key partners who may be working to prevent and respond to this form of violence, or other related areas to draw on their experience and create synergies. Following the results of the scoping study, a participatory programme design session is held with key stakeholders (government authorities, women's rights groups and NGOs, schools, the police, local businesses) to discuss and validate the findings of the study and enable partners to develop a holistic safe city and safe public spaces with women and girls' initiative. This includes a process to ensure that gender responsive locally relevant and owned interventions are identified and includes a set of results with indicators that help to ensure shared accountability among programme partners.

1.1 Montevideo, Uruguay: Addressing the gap of sex disaggregated data

Summary

In Montevideo, Uruguay the city partnered with the Faculty of Social science of the Republic University of Montevideo (*Universidad de la Republica*) with technical support of UN Women, and financial support of the Government of Canada, and the UK National Committee for UN Women to conduct the Scoping Study to inform the development of the city's safe city free of violence against women and girls initiative.

Description

UN Women's Scoping Study methodology emphasizes the **co-production of local data with diverse partners** including local authorities, researchers, police and grassroots women and women's organizations to enhance local ownership and inform a set of comprehensive measures that can be put in place to prevent and respond to SH and other forms of SVAWG in public spaces.

Scoping Studies capture information on **what groups of women are more likely to experience and fear this form of violence**, and where and when SH happens in public spaces. Data collected and/or reviewed at the local level and disaggregated by sex, age, ability, race etc. allows for a deep understanding of the issue.

The study further **identifies gaps and opportunities in city development plans to incorporate women's safety in public spaces across different municipal departments**. It also includes a **mapping of the experts and organizations** (e.g. government authorities, police, NGOs, faith-based leaders, etc.) in the city that may be working on similar issues, so that partnerships can be established and coordinated.

All women focus group discussions (FGDs), all men FGDs and a participatory mapping was conducted to allow for a deeper understanding of SH in two selected public spaces in a neighbourhood, and in a busy travel corridor identified by city partners.

For example, a government survey conducted in 2013 on gender-based violence (GBV) found that more than half of women aged between 15-29 years old said they had experienced some form of SH in public spaces in the past year, and that most of the perpetrators of SH were men (90%).

I live in the neighbourhood and you can notice that men and women walk differently. Women are often cautious. They are looking around all the time out of fear. They look in front and also behind. In my neighbourhood, I can walk freely, but my sisters don't feel safe to walk by themselves, not even my mother.

(Men FGD participant, Union – Villa Espanola)

The scoping study also identified that women of African descent are also more likely to experience some form of SH in public spaces (10%). During the

FGDs, women from the LGBTI community described a wide range of SH and humiliation that they often experience in public spaces.

The study revealed differences between men's and women's uses of public spaces. Participatory maps coupled with observation disaggregated by sex provided important information on the different uses of public spaces by women and men community members. For example, the maps created by women revealed unknown public spaces, and more spaces where they feel unsafe in the neighbourhood than men. On the other hand, the maps developed by men reflected a higher use of streets and their use of public spaces at different times of the day than women.

Women highlighted the lack of services, such as public toilets and recreation activities in public spaces which limits the time they spend in the park and open spaces. Women also said they avoid walking on the street and crossing the park at night because of safety concerns, and prefer to walk along the surrounding streets with open spaces where they can seek help if needed, even if this route takes more time.

Data disaggregated by sex, and gender analysis helps to:

- Differentiate needs and perceptions of safety between women and men
- Provide a nuanced understanding of safety shaped by gender roles
- Enable policymakers to assess the gendered impacts of public spending
- Identify how investment in urban interventions may disparately affect women and girls

The findings of the study have informed some initial interventions in Montevideo on women's safety in public spaces.

FGDs helped to identify women's safety challenges and women's specific needs in public spaces. Many women said that they they felt safer when using busy and illuminated streets with visible signage when in transit.

The study has also informed the upcoming national survey on the prevalence of violence against women. For the first time, prevalence data in the country will include SH and other forms of violence in public spaces, an issue that has largely been neglected.

These findings will further inform and review policies and interventions supported by national and local authorities to prevent and respond to different forms of sexual violence against women in public spaces.

I prefer to walk as little as possible alone. For example, I prefer not to go through the corridors. There are some passages I only use when I am with my friends.

(Women FGD participant)

1.2 Guatemala City, Guatemala: Designing inclusive interventions with diverse communities

Summary

Methods of data collection tend to lack gender and cultural sensitivity, thus failing to represent the experiences of all women and girls, including women who may be at higher risk of violence due to their intersecting identities. Intersectional analysis better informs local authorities and policymakers to plan and implement programmes that respond to different experiences and needs of diverse populations. The Municipal Women's Directorate with technical support of UN Women, and financial support of the Spanish Agency for International Development Cooperation (AECID) developed a participatory methodology to design Guatemala City's Safe City Initiative.

Description

About 23 district authorities and technical staff were trained in the participatory programme design process, and 247 women were consulted.

As part of the participatory programme, four concurrent sessions were conducted with four main groups. This included a session with women with disabilities, one with women from ethnic minorities, one with young students, and a session with men. The discussions were facilitated through visual icons to capture women's needs and recommendations regardless of their language capacities or levels of literacy.



A colour-coded system, similar to the city's traffic light system is used during the Guatemala Safe City Free of Violence against Women and Girls Programme design workshop to assess women's levels of satisfaction of municipal services and infrastructure, including their safety. © UN Women Guatemala

The introduction of a colour-coded system, similar to the city's traffic light system, was developed and implemented to assess the degrees of satisfaction among participants of existing urban services in their respective neighborhoods, including their perceptions of safety.

This process with multiple groups of women in a safe space increased the consultation time from one month to two months causing certain resistance among some city administrators. However, the rich findings ensured a deep understanding of the challenges and needs identified by diverse communities, helping to inform the scope of the Initiative, and implementing the leave no one behind (LNOB) principle of the Sustainable Development Goals (SDGs) as part of the design process.

The intersectional approach was highly valued by participants and city authorities who were able to understand and reflect on the intersecting factors of age, ethnicity, and abilities that subject women in cities to different forms of discrimination. These include differing levels of access to essential services. For example, services provided only in Spanish were difficult to access by immigrant and Indigenous women in the city.

The intersectional analysis also highlighted the challenges specific groups of women experience in public spaces. For example, women with disabilities mentioned the lack of physical access to key public spaces such as public transportation and pedestrian bridges.

The process was described by some women and girl participants as their “first opportunity to exercise their rights” and a “fair platform for dialogue with authorities” about their safety concerns and diverse needs in the city. The methodology was documented by the Municipal Women's Directorate as a good practice and praised as a unique and inclusive methodology that could be used for other policy initiatives in the municipality.



Resident of Zone 5, Guatemala City, murals painted by women have become a powerful tool to create awareness on women's safety and access to public spaces.
© UN Women/Ryan Brown

Locally owned solutions with women and girls:

- Creates a shared understanding of the issue of SH against women and girls in public spaces among all partners
- Fosters multisectoral partnerships to develop tailored solutions adapted to local and country context
- Encourages participatory and inclusive research methodologies
- Creates ‘safe spaces’ with groups of women that are subject to multiple and intersecting forms of discrimination, elevating their voice and supporting their inclusion throughout all stages of the initiative
- Identifies short, medium- and long-term solutions to prevent and respond to SH in public spaces



2. COMPREHENSIVE LAWS & POLICIES

Given the gap in legislation on SH, including in public spaces, several safe city country teams are working to ensure that comprehensive legislation and policies to prevent and respond to SVAWG in public spaces are in place and effectively implemented. In some cities, this work has resulted in new legislation and protocols on SH being implemented at the local level (for example through a revised local ordinance), or at a national level, with the allocation of adequate budgets and resources for implementation. Some of the important lessons learned include: the use of a multi-pronged advocacy strategy involving women's rights groups and members of local government, including at district level to demonstrate the impact of sexual harassment (human rights, economic, etc.) and the importance of including measures to strengthen the capacity of women's rights groups and local governments in the development and implementation of laws and policies.

2.1 Manila City: City Ordinance to prevent sexual harassment in public spaces

Summary

Addressing the high levels of SH in public spaces, and victim blaming was identified as a priority in Manila. A local city ordinance on the prevention and response to SH in public spaces was developed and endorsed in the city in 2018 by the Office of the Mayor of Manila City in collaboration with the Institute of Politics and Governance (IPG) and UN Women.

Description

Manila's scoping study on SH, including sex disaggregated data was used to highlight the high rate of SH against women and girls in the city, and to make the case for the need to define and recognize forms of SH in public spaces as an offence.

City partners agreed to review legislation and policies and began to develop the Manila City Ordinance. The Ordinance was informed by the Quezon City ordinance on SH - the first one of its kind to be

endorsed in the Philippines in 2015 as part of the Quezon Safe City for Women and Girls Programme which participates in UN Women's Safe Cities and Safe Public Spaces Global Initiative.

While the Quezon city ordinance was achieved through an amendment of the Gender and Development (GAD) Code to include provisions on SH in public spaces, Manila city's local ordinance is a stand-alone ordinance - the first of its kind, with specific provisions on SH.

The ordinance was drafted in one year in collaboration with legal and gender experts, advocates and government partners. It recognizes SH as a matter of gender inequality and a violation of human rights, and advocates for equality of treatment for those who report and those who are accused. In a practical way, the ordinance identifies clear, simple and accessible procedure pathways and has mandatory training.

“The women from the villages, from different districts showed up to their City Officials’ office to help place this issue on the agenda. The training taught us to take a positive approach, and we explained our concerns and the importance of this ordinance for us...we brought flowers as a symbol of dialogue on safety- and they actively listened to us.”

(Woman programme participant, Manila)

Key Lessons

Using a multi-pronged advocacy was key in passing the ordinance to address SH in Manila city. Key champions were identified across sectors such as city government, including women city council members, women’s rights organizations, the City Committee on Women, and legislative experts to participate in this process. Strategic partnerships at the national level were also developed and strengthened with the criminal justice system, the judiciary and law enforcement.

At the government level, the strong support of the *barangay* or village legislators was also key to convene and inform city council members on the impact of SH on women’s everyday lives and the importance of the ordinance. In doing this work, a common understanding of SH needed to be developed.

Advocacy efforts led by civil society, specifically grassroots women organizations, helped to increase the understanding of the issue, and strengthened

advocacy efforts of village legislators. *ILAW ng Manila*, a women’s rights organization with support of UN Women, strengthened the leadership skills of women’s advocates through training sessions, and mentorship programmes.

Women leaders and advocates put in practice their advocacy skills and carried out door-to-door visits bringing the message to the legislators and citizens.

Secondly, **engaging the community** was also key in this process. Women leaders conducted community consultations in neighbourhoods to inform women residents on their rights to live a life free of violence. Community engagement was further reinforced through ongoing in-person discussions and online. In total, the community awareness and advocacy efforts reached over 22 barangays (administrative divisions), and 226 barangay officials.

Public messages included in youth theatre, on billboards outdoor advertisements and media helped to elicit public discussion on SH against women and girls in public spaces. These messages formed part of a creative campaign led by grassroots women organizations, mobilizing thousands of women, men and youth across the city. The campaign strategically linked its message to the global #metoo movement to bring attention to the high rate of SH against women and girls in public spaces in Manila.

All these collaborative advocacy and community engagement efforts culminated in the government’s commitment to endorse the ordinance in June 2018.

Local ordinance on sexual harassment in Manila City, Philippines:

- Recognizes sexual harassment as a violation of human rights
- Acknowledges a wide range of acts of SH from unwanted verbal sexual remarks to groping and rape
- Recognizes SH in public spaces as an offence that is criminally punishable
- Includes complaints mechanisms that are accessible
- Provides for training of police and criminal justice officials and other urban actors on SH

2.2 New York: Stop Sexual Harassment Act in the workplace

Summary

The Stop Sexual Harassment Act in New York city was signed and endorsed in May 2018, including a comprehensive legislative package aimed at addressing and preventing sexual harassment (SH) in the workplace, including an important expansion of the City Human Rights Law for cases of gender based harassment.

Description

In 2017, the city convened a citywide public hearing to address SH in the workplace. The hearing was led by a Congresswoman, Eleanor Holmes Norton, a former Chair/Commissioner and the first woman Chair of the U.S.

Twenty-seven brave individuals shared their stories of workplace SH, representing advocacy groups, activists, and workers from a wide range of industries including construction, fashion, media, domestic work, tech, finance, hospitality, and others. Government staff also provided oral testimony.

Those who testified represented some of New York City's most vulnerable workers, including women in male-dominated industries, people of color, immigrant workers, and LGBTQ workers. People who testified described how power disparities in workplaces enable and exacerbate SH within a wide range of industries across white collar and trade professions. Testimony addressed the heightened vulnerabilities of workers with intersecting identities, in particular women, low-wage and immigrant workers.

The public testimony was heard by panelists from different sectors, including the Department of Consumer Affairs, Human Rights and Gender Equity.

As a follow-up to the hearing, the Commission released a report entitled, "Combatting Sexual Harassment in the Workplace: Trends and Recommendations Based on 2017 Public Hearing" in

April 2018. The report examines the common themes that emerged from the oral and written testimony (some of which were addressed in proposed legislation following the Hearing), highlights policy recommendations to combat SH, and provides some good practices for employers to address SH.

The Stop Sexual Harassment Act In New York city was signed and endorsed in May 2018, including a comprehensive legislative package aimed at addressing and preventing (SH) in the workplace.

Key Elements

Right after the legislation was enacted, a new unit was created at the Commission to respond to the increase in gender-based cases and complaints. In 2017, discrimination claims based on gender were the most common employment-related complaints brought to the Commission.

Under the new NYC Act, violators can be held accountable with civil penalties of up to \$250,000 in the case of a willful violation. The Commission can also assess emotional distress damages and other remedies to the victim, require the violator to undergo training, and can mandate other remedies such as community service.

The NYC Act also includes an important expansion of the City Human Rights Law for cases of gender-based harassment to provisions related to gender-based discrimination to all employers, regardless of the number of employees, and increases the statute of limitations for filing harassment claims from one year to three years from the time that the alleged harassment occurred.

Under this provision, the act provides specific examples of SH including 'unwelcome conduct that intimidates, interferes with, oppresses, threatens, humiliates or degrades a person based on such person's gender'.

“In NYC, “Time’s Up” on sexual harassment! Taken together, these 11 bills ensure that every person subject to sexual harassment in this City has appropriate recourse. Equally important, these bills require training of our entire workforce and hold all employers accountable for creating safe workplaces. These are critical steps forward on a seemingly intractable issue. We will never look back”

(Jacqueline Ebanks, Executive Director of NYC Commission on Gender Equity)

A mandated annual SH prevention training is also requested for all employers in the city with 15 or more employees.

The Commission has recently launched a training addressing Sexual Harassment in the Workplace. It has been facilitated for nearly 300 participants from a wide range of organizations and industries.

The training session includes:

- an explanation of SH,
- detailed description of what it entails with examples,
- the internal complaint process available to employees to address SH claims,

- the complaint process available through the city with contact information,
- the prohibition of retaliation including examples, information concerning bystander interventions, and the specific responsibilities of supervisors and managers in the prevention of SH and retaliation.

Building off momentum, the Commission unveiled a citywide, multilingual media campaign entitled “It’s Sexual Harassment. Report it. End it” which aims to educate New Yorkers on their rights and protections under the City Human Rights Law. The campaign featured graphic representations of some common excuses made by harassers to dismiss allegations of sexual harassment – “it’s just a joke,” “it’s just a hug,” “it’s just flirting,” but crossed them out to clarify that these behaviors in the workplace are behaviours of sexual harassment under the NYC Human Rights Law.

Bilingual English/Spanish advertisements were also shared across social media and the LinkNYC network including subway cars, bus stops, posters in communities, and online messages across various websites. These messages are linked to a newly—published landing page with helpful resources and tips on how to report SH in the workplace if it occurs. The ads also ran in ethnic and community newspapers in the five boroughs in Spanish, Chinese, Korean, Arabic, Bengali, Russian, and Haitian Creole.

2.3 Quito, Ecuador: Protocols to ensure women's safety in public transport

Summary

In Quito, Ecuador, the transport system moves more than one million passengers every day (49% of passengers are women). A study conducted in 2012 for the Quito Safe City programme, supported by the Spanish Agency for International Development Cooperation (AECID) revealed that over 65% percent of women have experienced some form of SH in the city, often in public transportation. As a result, the city included safe public transportation as part of its programme focus. In 2014, the municipality set up a committee to develop and implement concrete strategies to improve the quality and efficiency of responses to SH and other forms of VAWG on public transportation. Quito Safe City is one of the founding programmes in UN Women's Safe Cities and Safe Public Spaces Global Flagship Initiative.

Description

The committee included representatives from the Secretariat of Mobility, the Quito Metropolitan Transport Company, the Commission of the Metropolitan Mobility Council, and UN Women technical experts and worked to better understand the

use of public buses from different women commuters' perspectives. In order to inform the development of protocols that address SH in public transportation.

This process helped the bus company, and transport authorities to recognize the safety needs of different women commuters, and other mobility concerns in terms of accessibility, affordability and reliability of the transportation service.

Once the protocols were developed, they were further validated with drivers and the operations team who worked in and around the bus stops.

Some drivers expressed concern about the high responsibility for the driver, and on the length of the protocols in place. In order to address these concerns, the committee developed a clear diagram highlighting the step-by-step process (see diagram below). This tool also helped to engage the police and drivers by illustrating through a clear pathway what each partner can do, and providing information on when and how they should intervene.



A user-friendly mechanism was developed in buses to ensure reporting of incidents of sexual harassment, as part of the Quito Safe City free of Violence against Women and Girls Programme.

Key Elements

Before the protocol was rolled out, over 2,600 drivers, operation staff and managers were trained on gender, positive masculinities, and how to implement the protocols. This training helped to increase police and transportation authorities' awareness on the definition of SH and its legal penalties in the city.

A communications strategy was also developed to increase awareness of SH and other forms of SVAWG with authorities and male and female commuters and includes a bystander intervention. Messages include a positive portrayal of masculinities and femininities

focused on equal and respectful relationships between women and men on public transportation.

The protocols and awareness raising measures in place have led to an increase the reporting and prosecution of cases on SH against women and girls in public transportation. After eighteen months of implementation, 2,260 cases of SH in public buses were reported, with 64 men perpetrators prosecuted, and fifteen convicted.

The municipality has since drawn on the protocols to inform a citywide strategy named "Curb Harassment" / "*Bajale al Acoso.*"

Protocols to respond to sexual harassment in mass transit in Quito:

- Provide a response mechanism in handling cases of sexual harassment on public transportation
- Improves coordination between transportation authorities and the police
- Ensures a user-friendly mechanism in buses to make complaints against perpetrators in a swift and effective manner
- Provides information of a dedicated helpline with legal and psycho-social support
- Encourages bystander interventions including awareness raising activities
- Strengthens the city's institutional capacity to respond effectively to cases of sexual harassment in public transportation



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2.4 Winnipeg, Canada: Culturally-based support service for Indigenous women

Summary

In Canada, the single greatest risk factor for experiencing sexual violence is to be a woman, girl or be perceived as feminine. Moreover, Indigenous women are 2.5 times more likely than non-Indigenous women to experience sexual assault¹. In December 2014, as part of the Winnipeg Safe City and Safe Public Spaces Programme, Manitoba partnered with Ka Ni Kanichihk to develop the first Indigenous-led culturally-based support service in Canada for Indigenous women who have experienced sexual violence called the Heart Medicine. It is focused on the effects of trauma cultural identity, empowerment and Indigenous women's strengths.

Description and Key Elements

An advisory committee composed of community advocates, Indigenous women, men, youth groups, service providers, government officials, and UN Women provided technical input to help inform the design of the Heart Medicine Lodge Intervention.

At the present, Heart Medicine Lodge includes:

Anonymous third-party reporting

Manitoba is the third province in Canada, after Yukon and British Columbia, to track third-party reports of sexual assault incidents offering an alternative that can empower survivors who are too afraid or don't want to go to the police. The Heart Medicine Lodge, in collaboration with Winnipeg Police Services, and community health centres (Sage House, and Klinik) provides support to Indigenous women who would like to use this modality and to collect reports from survivors wanting to share their stories.

Those reports can then be relayed anonymously to police as long as the person reporting is over 16.

This reporting modality seems particularly helpful to Indigenous women who don't trust the police enough to report sexual assault allegations to officers first.

Individual Support

The tailored programme lasts 12 weeks and consists of individual support and a closed-group methodology including referrals, check-ins, peer counseling, legal and medical support, and linkages to community resources. These services are available to all who identify as Indigenous, women and are over the age of 18. Participants benefit from this service, including accompaniment to appointments upon request, psychosocial and legal support, and information to other community resources.

In-person elder support services are provided upon request. In addition, every 12-week session individual cedar bath ceremony are offered to bring healing and comfort to the body. The ceremony provides survivors healing from past traumas, grief, negativity, fear and toxins.

The cedar bath ceremony is known to be both powerful and gentle at the same time as it works in a holistic manner with the mind, body, emotions and spirit. Cedar is used for protection, purification and bringing balance, positive feelings, energy, and emotions. Throughout the entire process, messages and information are passed on to the Elder/Healer, which are shared with the individual to further support healing.



© Ka Ni Kanichihk Inc

¹ Status of Women (2016). Winnipeg Safe City Scoping Study Report.

Alternative healing therapies

Group-based activities are also provided in a culturally safe atmosphere where survivors have an opportunity to meet other women who share similar experiences in a supportive and safe space. These group activities build on the strengths and resilience of Indigenous communities incorporating both traditional practices and Western modalities as described below:

- **Strawberry talk sessions:** the strawberry is the medicine associated with the heart among Canadian Indigenous populations and is considered an important medicine to heal “broken heartedness” and “heart aches” through love and empathy. Through these monthly sessions guest speakers discuss various topics, services and alternative healing therapies.
- **Sharing and drum circles, full moon ceremony:** Indigenous philosophy acknowledges that individuals possess inherent strengths, and while human beings are all unique as individuals and

nations, strength and wisdom is natured from our relationality with one another and the land, and not from our differences². The drum circle ceremony with an average of 19 participants in attendance celebrates the courage, power, and strength of survivors while providing a venue to share stories of resilience.

- **Reclaim art therapy:** based on an awareness campaign and call to action which seeks to end cultural appropriation in Canada³, the programme supports mindful meditation sessions through traditional art practices led by Indigenous artists and practitioners.
- **Movie nights:** Movie nights foster dialogue about female empowerment, and Indigenous and human rights through movie discussions.

In 2018, 68 indigenous women have benefited from these culturally-based services. Heart Medicine Lodge has successfully received funding from Manitoba Victim Services to offer the Program at the Women’s Correctional Centre (WCC) from April –June 2018.

Winnipeg Safe City culturally-based support service for Indigenous women:

- Identifies possible barriers to reporting sexual violence among Indigenous women
- Provides a “culturally safe” atmosphere for effective support and healing
- Recognizes the knowledge and self-determination of Indigenous peoples
- Builds on the strengths and resilience of Indigenous communities
- Contributes to cultural survival and revival
- Builds connections with the community at large
- Provides information in different languages

In 2019 and 2020, the programme will be expanded to include 100 Indigenous women per year. A “train the trainer” programme manual will be developed and

feature the 12-week healing sessions in a user-friendly format, and will be delivered in rural settings, and other communities in Canada.

2 Kaninanichihk Website www.kanikanichihk.ca

3 Available at www.reclaimindigenousarts.com/home

2.5 Torreon, Mexico: Mobility regulation helps to address women's safety

Summary

In Torreon, as part of the Torreon Safe City Programme, municipal authorities are working in partnership with the Mexican NGO Equis: Justicia para las Mujeres/Justice for Women and UN Women to prevent and respond to SH and other forms of SVAWG in public spaces and to institutionalize programme interventions at the municipal government level.

Description

Lawyers with expertise on human rights and the prevention of VAWG analyzed ten municipal ordinances in relation to safe public transportation, by looking across sectors: urban planning, policing, public safety, mobility, and public transport amongst others. Based on this mapping a series of recommendations were made to improve the prevention, response and sanctions of SH and other forms of SV in public transportation.

The findings were presented in a one-day workshop and discussed the changes that needed to be made to the existing mobility regulation to guarantee women and girls' safety on public transportation. This dialogue to amend the mobility regulation was encouraged among local councillors, different municipal directorates, transport authorities and women rights and other civil society organizations.

The mobility regulation was made mandatory through public messages from government authorities, demonstrating leadership to prevent SH in public spaces.

Key Elements

The new amendment to the mobility regulation recognizes SH as an administrative failure. The regulation aims to serve as a 'Code of Conduct' for transport authorities, staff and passengers travelling in public transport systems with the following regulations:

- Include prevention messages against women.
- Provide information on locations where commuters can report SH

- Provide information of a dedicated hotline number with access to essential services.
- All public transport workers must attend compulsory training on gender-based violence and on the response protocol.

The compulsory training will be developed and delivered in 2019 by the Women's Institute, as part of the Torreon Safe City Programme with Women and Girls, including regular sessions to ensure the deep understanding of gender discrimination, gender stereotypes, legal accountability and motivators to instill responsibility to transport authorities to intervene and take action when such incidents occur in public transport.

Other measures that will be implemented as part of a holistic approach include: the creation of safe routes, strengthening the institutional capacity of transport authorities on EAW and the inclusion of prevention strategies for SH and other forms of VAWG in the municipal mobility plans. These strategies aim to benefit over 59,000 women in the city who use public transport as a main mode of transport to access education, economic and social activities.



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3. SAFETY AND ECONOMIC VIABILITY IN PUBLIC SPACES

A gender approach to urban and transportation planning ensures that the needs of women and men are taken into account. Safe city interventions often include investment in public infrastructure including improved sanitation, increased lighting, creation of market stalls, inclusive playgrounds and housing, and providing access to basic and essential services for women in the city. In turn, these changes in infrastructure and local governance also represent a unique opportunity to unlock women and youth's political participation in city governance, and economic empowerment of women, including through interventions focused on increasing women's financial autonomy, and increasing access to safe and sustainable transport.

3.1 India: The use of women's safety audits in safe public spaces

Summary

The Women Safety Audit (WSA) is a multi-purpose tool and participatory process that provides detailed information on issues related to women's safety, mobility among other issues. The WSA provides an opportunity for women and girls to identify the factors that make them feel safe or unsafe, includes them in processes and programmes working to improve their safety through partnerships established with local authorities and other partners, and generates recommendations to enhance women's safety within a given space.

Women's Safety Audits were initially developed by the Toronto Metro Action Committee on Public Violence Against Women and Children (METRAC) in 1989, in response to growing fear of crime among city residents. Use of the audits quickly spread and are now widely used nationally and internationally.

In India, WSA's have been adapted in multiple settings, and have contributed to the implementation of the Delhi Safe City free of Violence against Women

and Girls Programme. Delhi Safe City is one of the founding programmes in UN Women's Safe Cities and Safe Public Spaces Global Flagship Initiative.

Description

As part of the Delhi Safe City Free of Violence against Women and Girls Programme, supported by UN Women, the Spanish Agency for International Development Cooperation, USAID, and the government of Japan, and in partnership with Jagori and Ministry of Women and Child Development (MWCD). WSAs have contributed to the strong implementation of the programme. WSA have helped broaden the programme's outreach to women, local and state authorities, and the community in the prevention and response to SH and other forms of SVAWG.

The WSA methodology has assisted city partners to determine if public spaces are inclusive of all women regardless of class, ethnicity, age, sexuality, and (dis)ability, and have been used to engage migrant women, LGBT communities, women working at night, domestic workers and daily wage workers.

Key Elements

In Delhi, WSAs were designed and implemented in three phases:

First phase (2011-2012): In the earlier phase of the Delhi Safe City programme, a manual or ‘pen and paper’ safety audits were widely used in community settings. A group of 5-6 participants spent about one to two hours in their chosen space with a pre-designed checklist and a camera, noting factors that made the space feel safe or unsafe during daytime and after dark. The recorded observations helped them formulate recommendations that were presented to local government officials and other relevant decision-makers.

Second phase (2013): WSA also became one of the main interventions requested by several other states in the country to implement as part of their women’s safety initiatives. Jagori as the lead community service organization (CSO) programme partner in Delhi, was requested by different states to organize



Women participate in women’s safety audits identifying the physical and symbolic barriers to safe public spaces.
© UN Women India

training workshops on the safety audit methodology, and Delhi Safe City Programme. The checklists were translated in different vernacular languages and training sessions were organized in different states. In 2013, the concept of safety audit methodology was adapted in a phone-based application.

The prototype of the App called Safetipin was launched in 2013 by a company based in India, as a single App for crowdsourcing and data collection.

It is used to quantify data points related to safety perceptions and experiences and provides a Safety Score for a place or an area. In this App, each audit appears as a pin, and each point gets uploaded immediately and is then available for anyone to see. The red pins signify unsafe points, orange a bit safer and green pins would indicate relatively safe points. The App now forms part of a larger technology platform.

Third phase (2014-2015): As the WSA became more systematized, an *Open Street Audit Mapping* (OSAM) was also adapted as a community-based communication tool to initiate conversations with men, boys, women and girls on women’s safety and the use of public space. The OSAM consists of an interactive space where a safety audit map engages local community members to share their views and recommendations. It validates safety audit findings and allows for the ownership among community members of all the data and information generated by OSAM.

Achievements

In India, WSAs allowed an effective utilization of information technology solutions, with support from the government and community members, to address women and girl’s safety in public spaces. The audit recommendations informed interventions at different government levels including city-level infrastructure changes and budget allocation with the following medium- and long-term results:

National level policy change: WSA methodology was included in the draft National Policy for Women (2016) as a “mandatory requirement” for all urban plans and smart cities projects in the country to

promote gender-sensitive infrastructure and facilities. This provision was supported by the Ministry of Women and Child Development (MWCD) who is responsible for developing and implementing the policy. The challenge in upcoming years will be to guarantee the uptake by governments at the state level, which may require persistent advocacy, training and budget allocations.

City-level infrastructure changes: The Delhi Safe City Programme trained around 2,000 participants through more than 100 safety audit workshops using the safety audit methodology (From 2015 to 2016), including the 15 most frequented metro stations and 10 popular tourist locations.

The participants trained to conduct safety audits included women leaders, college students, members from the municipal corporations, resident welfare committees, faculty members, railway authorities, and civil society organizations.

The audits and recommendations shed light to understand the last mile connectivity in the city and safety concerns in public transport and other public spaces. Data collected through these WSAs were further used by government authorities to address gaps in city infrastructure and services. For example, 40,000 dark spots were identified on 421 stretches of roads. East Delhi and North Delhi Municipal Corporations undertook the responsibility to fix the street lights with government budget allocations.

WSAs continue to be used and applied in online and offline formats in diverse settings In Delhi and other cities, depending on the access of technology, literacy rate, and internet use, and based on local context.

For example, in Mumbai, in partnership with grass-roots owned organization- CORO and the Akshara Centre about 3,000 WSAs were conducted. This has contributed to a gender budget allocation of INR 5.25 crore or approximately \$780,000 USD by the Brihan Mumbai Corporation in 2016. A chapter on 'Inclusion' was also added to the State Women Policy and

gender-friendly toilet guidelines were developed for urban planners and women's rights organizations.

In 2018, WSA's have also been adapted and piloted by UN Women in Assam in the tea sector, as a part of a comprehensive evidence-based prevention Initiative being implemented with the support of Unilever, and other partners.

UN Women have supported the mobilization of women workers in the tea sector through the first ever women's safety and empowerment groups known as Jugnu (Hindi for 'firefly') clubs. Using a participatory rights-based approach, UN Women India has engaged 60 Jugnu club members on WSAs, beginning with 6 tea estates in Udalguri district and trained them on how to implement the WSA methodology.



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3.2 Cairo, Egypt: Improving public transport for women and girls

Summary

Cities globally are opting for more sustainable transportation options. The Bus Rapid Transit (BRT) is a promising mode of transport which has gained high popularity in cities. It consists of a bus-based transit system designed to improve capacity and reliability of the service through dedicated bus lines, and more convenient and faster bus service⁴.

In Cairo, Egypt, Cairo's transport authority, in partnership with UN Women and UN HABITAT have designed and implemented the first gender-responsive BRT system in the region. This intervention aims to make public transport more responsive to the needs of women and girls and curb congestion and CO₂ emissions. A focus on safe transport also forms part of Cairo's Safe City and Safe Public Spaces Initiative, one of the founding programmes in UN Women's Safe Cities and Safe Public Spaces Global Flagship Initiative.

Description

As a first step in the BRT project, **a planning committee was set up** by several local and national institutions, including: the New Urban Communities Authority (NUCA), Cairo Transport Authority, Giza and Cairo Governorates, National Authority for Tunnels (METRO), Greater Cairo Region Transport Regulatory Authority (GCRTRA), New Cairo District, and 6th of October District.

A transport gender assessment using qualitative and quantitative methods was conducted to inform the design of the BRT. It included disaggregated data on passengers (sex and age), travel patterns, travel costs, security and feelings of safety, among other factors. The assessment helped to identify potential safety solutions and economic opportunities for women in the transport sector.

Key Elements

Fostering a locally owned approach through the data collection and gender design of the BRT system in Cairo.

The BRT was designed drawing on the results of the comprehensive assessment and validated by twenty-five experts from different backgrounds including anthropologists, architects, gender and social science academics, transport planners, and data collection specialists.

The quantitative data in the assessment provided important information on travel patterns, affordability, comfort and risk of SH and the prevalence of other forms of VAWG in transport.

A participatory consultation was also held with both women and men commuters. Approximately 2,000 commuters were surveyed in three different locations, with a slightly higher number of women respondents.

During the FGDs, women's mobility patterns were discussed, including their perceptions of safety. Women participants mapped out risks and 'problem areas' along the proposed BRT routes and discussed potential solutions to those issues. In addition, the FGDs explored how the BRT system could increase women's access to job opportunities and their participation in the transport sector.

Key informant interviews (Kiis) were also conducted with bus operators and transport authorities. Operators from diverse stations were asked a series of questions on transportation, including choice of routes, and issues related to women passengers' safety, and on their perception and attitudes towards SH.

The assessment and participatory design processes also provided insights into specific women's mobility needs and challenges. Some of the challenges that women experience when using public transportation, include frequent experiences of SH, poor quality of footpaths, and bus-stops, and lack of priority seating.

⁴ See Carrigan et al (2013) Social, Environmental and Economic Impacts of Bus Rapid Transit Systems. Bus Rapid Transit Case Studies from Around the World. EMBARQ, World Resources Institute.



Identifying mobility and safety challenges for women commuters along the BRT corridor with the Giza government and as part of the Cairo Safe City and Safe Public Spaces Programme in Egypt. © UN Women Egypt

Transport operational plans responsive to women and girls' needs

The operational plans of the BRT system will take into consideration the issues raised by women commuters. Operational plans will inform the contracts that may require for example a significant proportion of bus crews (drivers and conductors) comprised of women. Buses will have priority seating for women given the safety issues identified.

Bus interiors through the installation of cameras will be monitored by the police and operators, and infrastructure improvements will be made - such as better street lighting around transport and improved footpaths⁵.

Government authorities, in collaboration with NGOs and women's grassroots organizations will launch an advocacy and awareness raising campaign as part of prevention initiatives aimed at changing attitudes and behaviors among male and female commuters.

By 2020, contracts for bus operations, are expected to incorporate features that make travel for women safer and more comfortable. Infrastructure improvements and advocacy initiatives are currently planned as the next steps in implementing a comprehensive approach to safe and inclusive public transportation with women and girls.

Bus Rapid Transport with a gender lens in Cairo's Safe City and Safe Public Spaces Initiative with Women and Girls:

- Includes sex-disaggregated data and gender analysis on mobility and accessibility needs, taking account the differentiated impacts of public transport on women and men
- Assesses women's safety needs in and around the BRT routes and bus stops
- Includes last mile connectivity options, such as safe footpaths to and from the BRT stations
- Promotes women's participation in the decision-making, design and operation of the BRT system
- Transport operational plans include women's safety requirements

⁵ Available at [/unhabitat.org/improving-public-transport-services-for-women-a-story-from-cairo](http://unhabitat.org/improving-public-transport-services-for-women-a-story-from-cairo). Accessed [12/07/2018]

3.3 Port Moresby, Papua New Guinea: Ensuring women's safety and economic empowerment

Summary

A scoping study conducted by UN Women in 2014 found that more than 90 per cent of women and girls experienced some form of violence when accessing public transport, including on buses, waiting at bus stops, walking to and from bus stops, or in taxis. This included unwanted verbal sexual remarks, inappropriate touching, and indecent exposure, extortion, robbery, threats or intimidation.

Since 2015, in Papua New Guinea (PNG), the Port Moresby local authority National Capital District Commission (NCDC) has been working in collaboration with the Secretary of Transport, UN Women, and other partners to support the provision of a safe, reliable and affordable public transportation for women and girls. Strategies focused on safe public transportation form part of a larger comprehensive human rights and evidence-based Safe City Free of Violence against Women and Girls Initiative in Port Moresby. Port Moresby is one of the founding city programmes in UN Women's Safe Cities and Safe Public Spaces Global Flagship Initiative.

Description

The scoping study helped city partners to develop a holistic approach to enhance the safety of women and girls when waiting for or using public transportation adapted to country and city context. An awareness raising campaign aimed at promoting women's and girls' right to use public spaces free from sexual harassment and other forms of violence; the use of women-only transportation as an affirmative interim or "emergency" measure to enhance women's safety and mobility, and women's participation in the public transportation sector, are some of the main interventions implemented with the support of the Australian Government and the Australia National Committee for UN Women.

Key Elements and Achievements

Safe access to employment and education

As a temporary special measure, women-only buses were launched in Port Moresby, known as Meri Seif

Buses (MSB) in Pidgin, the local language, as a safe transport option for women and girls.

The MSB service set up the first bus timetable in the city in 2017, with the objective to reduce wait times and reduce the risk of SH against women and girls in bus stops. Having access to this information, women and men commuters are able to make decisions on the best travel options and plan their multiple trips across the city. This is particularly important for women and girls who have to plan their daily activities around their socially assigned triple roles: productive, reproductive and community managing roles.

In 2017, over 230,000 trips were made by women and girls using three MSBs made available in the city. It is estimated that over 80,000 women and girls have accessed safe reliable public transport through the MSB.

From 2015 to 2017, this service has increased the sense of safety, freedom and mobility for women commuters in the city. Though this is a temporary special measure to deal with daily occurrences of SH and other forms of VAW in and around public buses and bus stops in the city, many women and girls who have used the MSB have said they feel safer when commuting.

In addition, the MSB has created a safe space for women and girls to discuss and learn new information on their rights. Since July 2017 a team of youth volunteers involved in the Safe City Behaviour Change Campaign (Sanap Wantaim) have conducted weekly awareness sessions on all MSBs. During these sessions, women and girls are given information about gender equality, VAW, and what to do in cases where they may experience or witness violence. Often women commuters board the MSB with their young sons who are also exposed to information which can also influence their future behaviour.

In 2017, a total of 4,765 women and girl commuters have accessed useful information about where and how to access essential services.

Training of transport personnel and women's participation in the transport sector

Drivers and conductors are often the first persons who can contribute to prevention or intervene in cases of SH of passengers. Port Moresby Safe City identified drivers as key partners. In 2017, through a close partnership with the Public Motor Vehicles association, 500 male drivers, crews and bus operators were trained by the municipal Gender Desk and UN Women on gender equality, human rights, different forms of VAW. The training sessions included the definition of SH and existing reporting mechanisms.

In the same year, a training programme for women drivers was set up in collaboration with Ginigoada foundation and UN Women. A free of charge 6-month training aims to increase the participation of female drivers with the objective to increase the sense of safety of female passengers while providing more employment opportunities for women in transportation.

Six women underwent training over a course of a month focused on theory and for four months on practical skills. 48 women are expected to be trained by the end of 2018.

“When I saw a woman in the driver's seat, I was so proud of her.. I'd like to become a driver just like her.”

(Gita Madaha, Driver Trainee, Port Moresby)

The next step is to develop an award programme to promote women's recognition and participation in the sector. Following this example, the Road Traffic Authority (RTA) aims to strengthen its capacity to ensure equal opportunity for its workers and ensure women drivers into its bus operations.

Inspired by these initiatives, the Department of Transport, the RTA, NCDC and UN Women created a solid partnership with the objective to develop a long-term city-wide mobility plan including women's specific mobility and safety needs.

Fostering women's financial skills

Between 2017 and 2018 the markets division NCDC, in collaboration with UN Women, has organized bank fairs and financial training in the 3 city markets that are also main intervention sites for the Port Moresby Safe City Programme⁶.

Training has helped to enhance women vendors' bargaining power and improved their ability to fully engage in measurable and productive economic activities in the market place.

As of 2018, over 1000 women vendors have increased access to financial information, products and services. Women vendors reported increased savings by 500 %, and more than 1,000 women vendors have set up savings accounts, some of them for the first time.



A group of women vendors learn how to set up saving accounts for the first time at Gerehu Market, Port Moresby. © UN Women/ Marc Dozier

⁶ For more information on comprehensive market interventions in Port Moresby's Safe City Initiative See UN Women (2017). Safe Cities and Safe Public Spaces: Global Results Report at: <http://www.unwomen.org/en/digital-library/publications/2017/10/safe-cities-and-safe-public-spaces-global-results-report>

3.4 Cairo, Egypt: Creating safe and friendly spaces with and for women and girls

Summary

UN Women's Cairo Safe City with Women and Girls Programme aimed at the prevention and response to SH and other forms of SVAWG began implementation in 2011 with local and national government authorities, UN agencies, CARE Egypt and other civil society partners. As part of this comprehensive initiative, young girls and women's safety needs were prioritized in the design and management of public spaces in the selected neighbourhoods for the programme (Imbaba and Ezbet El Hagganah neighbourhoods in Giza and Cairo governorates).

Key Elements

Strong participatory planning processes and methodologies to engage women and girls with other partners in the identification of the problem and solution

Women Safety Audits (WSAs) were conducted in which women and girl residents assessed both the physical and social constraints to women's safety, accessibility and mobility in the selected intervention site.

Among the physical constraints, women and girls identified specific aspects of the built environment that create unsafe public spaces where SH and other forms of VAW can take place. These factors included the accumulation of rubbish creating dangerous enclosures at the end of the street, dead-ends, streets with very few public operating lights, isolated spaces, and tall trees that with no visual sightlines.

Among the social constraints, women residents identified the lack of recreational spaces, lack of community activities for families and for all women and girls, especially at night and during the weekends, the absence of security and police, the high turnover of residents, and lack of cohesion and social fragmentation in the neighbourhoods.

During the consultation process, girls shared their safety concerns around school spaces. Both girls and adult residents shared that the street and an open space surrounding the all-girls school was used as a car assembly point after a tire-repair business that



In Cairo's Imbaba neighbourhood a school playground is upgraded to enhance the feeling of safety among girls.
© UN Women Egypt

was set up in the street located across the school. This increased the number of cars parked around the school, blocking the streets, and increasing the number of male drivers gathered at different times of the day to wash their cars. Participants shared that this creates an intimidating environment for young girls.

Girl participants explained that at the end of the school day, young men would often gather in front of the school, making unwanted verbal sexual remarks to girls as they exited the school building.

As a result, several coping strategies were adopted by women and girls. For example, students and community women said they would often avoid the open space next to the school because they felt “afraid” to walk by themselves. Mothers and children shared that they had to take a longer route to leave the school for their safety.

As a second step a **participatory design workshop** was conducted in each intervention site with women and girls. The WSA findings were presented to community residents to obtain their feedback. During these sessions, residents are invited to envision what the public space would look like to meet their needs and discuss their recommendations. Through an interactive creative process, women and girls were invited to draw on a piece of paper what would make public spaces friendlier and safe for all women and girls.

A **detailed action plan** was developed with a list of potential interventions in each neighbourhood including preliminary budgets, and timeframes. Once the interventions were presented, residents, authorities, and strategic partners then discussed beginning with one intervention informed by findings of the assessment, and in line with evidence provided by the programme’s baseline study.

Gender-Responsive Planning:

- Acknowledges factors that contribute to social and urban inequality
- Promotes women’s participation in the design, maintenance and use of the public space on equal terms
- Ensures the allocation of resources
- Addresses gender bias and discrimination
- Includes data disaggregated by sex and age as part of the assessment
- Increases women’s safety and mobility
- Promotes mix-use of spaces
- Enhances gender-friendly codes of conduct, reinforcing positive dialogue and attitudes on gender equality

Achievements

Physical changes to the built environment were put in place to enhance the feeling of safety among women and girls. The new design explicitly separated the different functions of the area into a recreational pedestrian space and a functional vehicular zone. Taking into account the girls needs, the new design enlarged the recreation space outside the school, while the parking zone was aligned to accommodate the same number of cars across adjacent streets.

Women in the safety audits suggested that the street length compared to the street width created an undesirable tunnel effect limiting visibility from far distances and creating opportunities for the perpetration of violence.

Mix use of space (age and gender) is also promoted through the physical infrastructure. A toddler playground and seating benches were provided with different height levels accessible to children of different ages and sizes.

Economic activities have been promoted in the space to promote mix-use of space and encourage an informal and friendly surveillance. On the weekends, this space has been adapted to provide women entrepreneurs a space to promote and sell their handmade products with the objective to increase their economic empowerment.

Cultural activities, including theatre and musical recitals have also been promoted to encourage the continued use of the space at different times and days of the week, making the school streets feel safer at all hours while also fostering commercial activity.

“When my husband saw the women friendly space, he realized how [these] activities have changed our lives and the neighbourhood, and I am so proud to have the opportunity to take part in the change”.

(Khloud Raafat, Community member, Imababa Neighbourhood)

Since its opening in June 2018, the Women and Girls Friendly space has hosted 2,000 girl students of adjacent schools and over 5,000 women, and their children.

A collective management plan for both public space initiatives as part of action in outcome area three of the Cairo Safe City Programme were developed and put in place. For the first public space transformation site- the school yard, a local committee was formed including the Cairo Governorate, the Ministry of Education, Educational Buildings Authority, Ministry of Youth and Sports, the Public School, Al-Shehab local NGO, and community residents.

Following the transformation of space, one of the key challenges has been to ensure the effective management of the schoolyard as a community space. A lack of management structure with specific roles and responsibilities and the high-turn over of school administration and community members has been difficult. As a result, the management plan and structure is presently being revised by Committee members.

Learning from this experience, a different management structure was recommended for the second intervention site in Imbadad neighbourhood. Involving the coordination of UN Women, Giza allocated the land to the NGO Future Eve, which is responsible for the effective management and financial sustainability of the Women and Girls Friendly Space.

This management structure was reinforced with a management plan and local committee with specific roles and responsibilities developed in each planning phase. The committee, composed by Giza Governorate, Future Eve NGO, Giza Public Cleaning and Beautification Agency, students and neighbourhood residents oversees the maintenance the physical space and monitor’s women’s and girl’s safety in the public space.

The committee is also responsible to promote mix-use of space (genders and ages), and through the implementation of cultural and economic activities. This work is supported by a group of women and men volunteers who were trained by the Cairo Safe City Initiative. The volunteers implement different inclusive activities addressing gender stereotypes and promoting gender-friendly codes of conduct, reinforcing positive dialogue and attitudes between boys and girls.

3.5 Madrid, Spain: Ensuring city festivals are safe for women and girls

Summary

In 2016, more than 12,000 complaints of domestic violence committed by partners and ex-partners were registered in the city of Madrid and 3,269 women survivors were supported by the specialized support services of the municipal government. In addition, high-profile cases of sexual violence that occurred in public spaces during the same year, such as incidents that took place during the famous celebrations of San Fermín, in Pamplona, and music festivals in several cities in Europe, placed the issue on the political agenda.

Given these challenges, the city of Madrid prioritized the prevention of and response to sexual violence against women in private and public spaces. One year later, in 2018, the City of Madrid began to participate in UN Women's Safe Cities and Safe Public Spaces Global Initiative.

Description

The City of Madrid launched Puntos Violetas (Purple Spaces), a citywide strategy developed to prevent and respond to SH and other forms of VAWG in festivals. The initiative aims to:

- Generate public awareness on the prevention and response to SVAWG during public festivals.
- Promote the right to public spaces and festivals free from VAW, and women's rights to make decisions about their own bodies.
- Strengthen the institutional response to and the prevention of VAW in public spaces.

Key elements

Strengthened institutional response

The initiative was developed and implemented in 2017 by the Department for Policies of Gender and Diversity in collaboration with different municipal departments. Close coordination with neighbourhood councils was also fostered to develop and

implement the initiative across the city. In 2018, sixty purple-colored public stalls were placed in each of the 21 districts of the city during neighborhood festivals and celebrations including massive music festivals and other traditional festivals.

Access to information

Through the purple-colored stalls, women volunteers provide information on the prevention and response to SVAWG during the festivities, including access to essential services, bystander prevention and the on collective responsibility to create safe public spaces for all.

To achieve this objective, the Department for Policies of Gender and Diversity trained 400 women volunteers in four-hour sessions and extended the training to the municipal police. Messages to prevent male violence were also disseminated across the city through the stalls and social media.

Response protocols and access to essential services

During the festivals, helplines and counseling services provided by the city were extended from 10pm to 7am through sixteen weekends of festivities. The volunteers at the purple-colored stalls were also trained on the response protocols. A private and safe space was also offered to assist survivors if needed.

In 2019, the initiative was assessed, and important lessons were identified. For example, the need to assign a coordinator of the initiative at the district level and the recommendation to harmonize the purple public stalls across the 21 districts, including good visibility, increased lighting and accessibility.

“Being protected from sexual harassment and other forms of sexual violence is a key right for women in the city”

(Maria Naredo, Director, Prevention of Gender-Based Violence, City of Madrid)



4. TRANSFORMATIVE SOCIAL AND GENDER NORMS

Sexual harassment and other forms of GBV in public and private spaces are rooted in gender inequality, discrimination and harmful cultural and social norms. International evidence shows that VAWG can only be addressed through a gender equality framework that addresses social norms, unequal and stereotypical gender roles and relations. This action area focuses on changing social norms, attitudes and behaviors to promote women's and girls' rights to enjoy public spaces free from SH and other forms of sexual violence. It includes initiatives which engage girls and boys and other influential champions/leaders in transformative activities in schools, public workspaces, and other settings that promote respectful gender relationships, gender equality and safety in urban and rural settings. As a level of government closest to residents, municipal governments are often well placed to support community-led prevention initiatives.

4.1 Medellin, Colombia: Social norms change at multiple levels

Summary

As part of the Medellin Safe City Initiative with Women and Girls, and with technical support of UN Women, the Secretariat for Women in the City of Medellin, in collaboration with the Centre of Innovation & Entrepreneurship Ruta-N and other community partners are implementing prevention strategies to prevent and respond to SH against women and girls in public spaces, including in sports and recreation centres, on streets and in and around bars.

Description and Key Elements

In Medellin, group of teachers formed a network of schools to prevent SH and other forms of VAWG including five neighbourhoods. As a first step they developed curriculum to integrate human rights, gender equality, women's rights; and respectful relationships between women and men. The definition of SH was clarified across different school grades throughout the academic year.

Five sessions were conducted throughout the calendar school year with young students aged 10 to 12 years old. In these sessions, students identified and discussed the fear they experience in specific public

spaces, and the negative effects SH has at different levels (individual, community and institutional level). The sessions piloted in schools helped to deepen understanding of problem from the knowledge of the students and build and further refine content of the print communication materials and helped to create strategies for cultural transformation around SH in public space.

A strategy to engage parents of the students was also implemented. For example, two workshops were conducted specifically with 156 mothers and fathers to present the programme's objectives and content, to present the network of education institutions and to share the planned activities for the calendar year.

Public Space Intervention

Communication strategies in diverse public spaces were also developed to challenge negative gender stereotypes and norms on VAWG in public spaces. Inspired by traditional street vending techniques, conversations were held on public buses about the definition of SH, what to do to prevent and respond to it by trained youth volunteers.

The volunteers used short videos and posters designed by community women highlighting the negative effects of SH in public spaces, including fear and feelings of discomfort, humiliation, shame, and embarrassment. In total 249 visual pieces were distributed in 40 public buses, reaching more than 1,500 commuters. Examples of messages included:

“If a woman travels alone in the bus, she does not look for your company. Respect her”.

“Women and girls have a right to feel safe on streets, in the bus and every public space. No more harassment.”

“In this establishment we do not tolerate violence against women”

In addition, the theatrical and communication technique “Invisible theatre” was used to increase awareness among men and women community members in non-traditional educational sites. This technique has been widely used in the Latin America during repressive political contexts or military dictatorships to show oppression in everyday life through a theatrical performance in a place where the audience would not normally expect to see one.

This was selected as good medium to engage the community in dialogue on women’s rights to the city.

After the performance, the actors carried out a debriefing session to reflect on the normalization and acceptance of SH and other forms of VAWG in different contexts and invite community members to create a new normal. During these sessions, male actors and participants commit to reduce SH in public spaces and discuss strategies on how to create spaces that are safer for all.

A third communication strategy used in public space settings was the “emotions game”. This is participatory methodology that allows the public to identify and describe emotions in a safe space. This technique was applied to women participants who described the psychological impact of SH including

discomfort, humiliation and frustration among other feelings. After these feelings were discussed, a debriefing session is conducted with the participants to convey these feelings.

This technique was also used with male participants with support of a 45-second audio illustrating examples of SH repeatedly being carried out by men in public spaces. After the video, conversations are conducted by trained facilitators with men on their reactions to the video. The facilitators describe the cultural and social norms that promote and naturalize this behaviour in public spaces, allowing men to reflect in a safe space on the feelings of discomfort and insecurity that women experience.

One lesson learned from the implementation of this methodology with men was that it creates better results when used on an individual basis rather than in groups. Among groups, young men defended and validated their macho positions and negative attitudes and beliefs with regards to gender equality and VAWG.

Bystander approach

Bars and night clubs were identified by women participants in the scoping study as spaces where women frequently experience SH and other forms of SV. As a result, a list of 28 business centres in the Comuna 3 were identified, and frontline workers including bartenders, servers and management staff were trained as active bystanders.

In total, 102 staff were trained on the definition of sexual harassment, how to spot and safely intervene when they see SH. The training is designed to increase the knowledge and skills of staff in managing and reducing aggressive behaviour.

As a result of this initiative, a strong partnership was developed with the bar industry. A ‘Will Contract’ was endorsed between the local government and 28-night business with the common goal to prevent SH and other forms of VAWG while promoting a safe enjoyment of night life for all.

The overall changes in perceptions to sexual harassment in public spaces will be measured and evaluated in the intervention sites in 2020.

4.2 Mexico City, Mexico: City-wide campaign to prevent sexual harassment in public spaces

Summary

Sexual harassment in public space is highly normalized, particularly by men according to a scoping study conducted in Mexico City to inform the development of the city's safe city with women and girls initiative. FGD participants said that the way women dressed "provoked" SH and believed that some forms of SH boosted women's self-esteem. The study also showed that men's understanding of VAW was limited to physical acts of violence and therefore SH was not perceived to be a violation of women's rights.

As a result, Mexico City safe city partners have worked to engage men and boys to 'de-normalize' SH and other forms of VAWG in public spaces and create non-harmful or positive masculinities, among other strategies. Interventions examined the ways in which masculinity and femininity are constructed in public spaces to attribute higher status, power, and privileges for men relative to women.

Description

Prevention Campaign

Through a citywide campaign under the hashtag #NoEsDeHombres ('This is not what being a man

is about'), the city aimed to engage men and generate conversation, public debate and awareness on SH and other forms of SVAWG in public spaces. By doing so, the campaign aimed to contribute to transform cultural practices around SH, specifically regarding the behavior and attitudes of men and to promote a culture of zero tolerance against SH.

The campaign was developed and implemented throughout a one year-period in the city's Metro and bus-rapid-transit system.

A working group was established, and key objectives were discussed among members drawing on the scoping study findings and recommendations for the Mexico City Safe City Programme. A call for proposals was launched, with over 35 proposals received from different advertising agencies. J.Walter Thompson agency was awarded the contract and together with UN -Women, the Women's Mechanism (INMUJERES CDMX), Mexico City, the Mexico City Metro, and in consultation with women's rights and other civil society organizations, the #NoEsDeHombres campaign was developed in 6 months and publicly launched in March 2017.



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Key Elements

The design of the **campaign brought together representatives of different sectors** who are not accustomed to working together. This included advertising and communications specialists, government representatives, and women's rights organizations and NGOs. Through monthly consultation sessions, different partners agreed on the design and messaging of the campaign. Before finalizing the **campaign, messages were validated** through FGDs that included the target audience: men between 20-50 years of age who are frequent users of public transport.

The findings from the validation suggested that in order to generate empathy with men, the campaign should not refer to women and girls in general but rather refer to specific women in their lives so that they can visualize their own mothers, daughters, girlfriends or friends and therefore feel the need to be a part of the solution to end SH against women and girls.

The **campaign was implemented in two phases**. The first phase consisted of an unbranded phase where two videos of social experiments were launched on social networks by influencers and key media partners under the hashtag #NoEsDeHombres.

This helped to generate debate and dialogue around SH and other forms of SVAWG on public transport. At this stage the campaign was launched anonymously, not as a Mexico City Government and UN Women campaign.

In “Experimento Pantallas” commuters react to role reversal, where close up images of the buttocks of male passengers on screens disconcert and amuse. The videos applied **experiential marketing techniques to connect the target audience to the issue of SH against women and to provoke emotions and empathy**. These marketing techniques were selected to yield a greater impact.

The second phase was launched a week after the first phase and consisted of a common message distributed throughout 73 stations of the metro system in Mexico City.

Campaign posters in different public spaces provided information on the possible sanctions for SV. With the objective of gaining public attention, the second phase was **launched with male champions and high-profile influencers** that were very active on social media during the first stage of the campaign.

Measuring change

Given the lack of comprehensive evaluations of EAW campaigns, an evaluation was designed for the campaign intervention.

The use of social experiments and experiential marketing techniques is innovative and not commonly used in the prevention of VAWG—therefore an evaluation was designed with the objective to contribute to generating knowledge and evidence on what works, and to identify lessons learnt and good practices which could inform future campaigns in Mexico.

An evaluation reference group was established consisting of government officers from different sectors, EAW specialists, NGO partners, gender statistics and evaluation specialists.

The evaluation of the campaign was conducted using mixed methods, both qualitative and quantitative. It included pre and post campaign surveys, FGDs, social listening (analysis of conversations on social networks through semiotics) and a technique known as ‘intuitive associations’ based on neuroscience to assess the spontaneous reactions of participants to the different components of the campaign.

In addition, an analysis of reporting data was conducted to identify a potential increase in the reporting of SH on public transport during the months when the campaign was implemented and after.⁷

Achievements

In total, the campaign generated 654,647 interactions in Facebook, 45 million of video viewers, and 23,951 tweets, reaching approximately 141,328,678 people, the majority men.

At the international level, the campaign reached 16 countries globally and was reported in some of the most recognized international media including El Mundo, People, Le Figaro, BBC, EFE, The New York Times, Fox News, Elle, Cosmopolitan, Playground, The Sun BuzzFeed, CNN, and Forbes, among others.

The campaign was awarded the ‘Sol de Bronce’ prize at the Ibero-American advertising communication festival ‘Ojo de Iberoamérica,’ which is one of the most important international recognitions in the communication and advertising sector.

The campaign generated widespread public debate about the issue of SH in public space, firmly positioned the issue on the public agenda, and changed men’s views about SH.

There was a decrease of certain myths that justify SH. For example, 11% of men said the campaign made them question certain myths that justify SH.

Moreover, the campaign led to a slight increase in the motivation of bystanders to intervene and offer support to survivors of SH. Of the bystanders interviewed, 39% said the campaign motivated them to play a more active role in solidarity with women by “reporting if they witness SH,” “supporting women and not just being a spectator,” “sharing information about the campaign,” and “intervening to stop the crime.”

The evaluation suggests that the campaign was well received by women who felt more informed and empowered to assert their rights.

Of the women interviewed, 13% said they felt empowered to report as a result of the campaign, 31% said they felt the campaign generated awareness about the issue and demonstrated that it is an important issue for government authorities. However, there was no evidence of an increase in reporting of sexual harassment linked to the campaign.

One important lesson learned from the evaluation for future interventions was to specify clear, concrete and realistic communication objectives to the different targeted audiences of men.

“With this campaign I might be able to travel a little more relaxed. At least now there are some posters and videos that back me up”

(Woman FGD participant)

The evaluation acknowledged that focusing communication strategies on men’s attitudes and behaviors was highly strategic and a key success of the campaign and should continue to be reinforced.

However, the message must move beyond the punitive, and think more conceptually about how to connect with men and not just to ‘punish’ the behavior. Finally, another important recommendation of the evaluation was to develop follow-up actions involving the target population and a next phase so as not to lose momentum of the knowledge and to sustain the changes generated.



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4.3 Rabat, Morocco: Community-led interventions with diverse audiences

Summary

In Rabat, Morocco, a Scoping Study conducted to inform the Rabat Safe City and Safe Public Spaces Programme revealed that most men view SH as something common and trivial. In an FGD, men shared that “SH is a way to express their masculinity in front of a group”, “sometimes they consider women as deserving to be teased by the way in which they are dressed, or how they behave in public spaces”. Furthermore, the study showed that adult men and boys felt that SH was the only chance they would have to meet a woman and potentially start a relationship.

As part of work to advance the change of social norms, a multi-pronged behaviour change strategy was developed targeting adult men and boys, and women and girls, representing different age groups, as part of the Rabat Safe City Programme. The strategy was adapted to support pilot interventions each targeting a different audience, with three NGO partners.

Description and Key Elements

Awareness raising in places where men gather, and mobilizing men and boys to prevent sexual harassment

A communication strategy was developed to target male-predominated public spaces led by the Ababou Foundation. Young male ambassadors raised awareness about SH against women and girls in public spaces among adult men and boys in spaces where they gather. For example, in popular sport associations, cafés, snack bars, street parking, and internet cafés. Several community conversations and training sessions were held as part of this intervention.

In addition, awareness raising messages were developed and placed on over 25,000 tables and chairs in 103 snack bars.

Over 15 internet cafés displayed the ‘Stop Harassment’ logo on their computer desktops.

Over 70 men street parking watchers were sensitized on prevention of SH, and more than 20,000 people were reached through social media.

To elicit reflection on men’s entitlement, and negative gender norms which in turn can influence attitudes that justify the expression of violence.

Men volunteers were trained by the Ababou Foundation on how to hold conversations with men focused on the prevention of SH, and how to elicit reflection on men’s entitlement and how negative gender norms are used to justify the expression of SVAWG.

As part of this initiative, men walked along city streets and approached men who work in public spaces, for example parking attendants. They discussed SH, and bystander initiatives, and what to do if they witness SH, including how to safely intervene.

Working to address sexualized and racialized spaces

A targeted communications campaign was designed and led by the Centre Culturel Africain du Maroc (African Cultural Centre of Morocco) to address the intersectional forms of SH and other forms of violence against sub-Saharan migrant women in Rabat. The messages addressed both racism and VAWG.

Messages were shared through songs and concert gatherings reaching over 100 people. Messages were also distributed through leaflets around public transport and the broadcasting of dedicated web radio programmes reaching about 2,000 people.

Art for Social Change

An NGO Jossour FFM led capacity strengthening programmes in 16 schools in Rabat to increase awareness and knowledge among students (boys and girls aged 11 to 15 years old) on how to prevent SH.

The school programme included three sessions conducted for each sex-differentiated group: on women’s rights, SH and other forms of VAWG, self-confidence, and the building of respectful relationships between boys and girls. Youth selected different art forms (e.g. video production, theater, writing and cartoons) to discuss these topics and to transfer key messages on prevention. Over 2000 students were reached by this Intervention (50% girls and 50% boys.)

Behaviour change interventions to prevent SH with diverse audiences:

- Clearly defines sexual harassment in public space as unwelcome sexual conduct, and a human rights violation
- Acknowledges its relationship to gender and other inequalities, such as ethnicity, race, sexual orientation age and disability as well as social class
- Identifies the negative attitudes and behaviors to be changed and monitored
- Identifies different target groups and communication needs
- Are based on evidence, and include specific strategies, learning approaches, and content for different audiences
- Are culturally aware and age appropriate

Lessons learned

It is important to work through challenges that may arise when approaching different partners on the issue of SH in public spaces. There was reluctance of public and private actors to open their spaces to initiatives focused on SH. For example, some public transport operators in Rabat refused to have visual campaigns on public buses because they feared it would fuel violent reactions. Public buses are spaces of daily incidents of SH against women and girls and where personnel do not feel equipped to respond.

As an alternative, the NGO Ababou Foundation decided to focus its in-person mobilization efforts at bus and tramway stops to have access to users of public transport which helped create initial rapport and start a discussion.

Gaining access to schools also proved to be difficult. While the capacity to authorize extracurricular activities lays with school directors, none of them were initially willing to host the activities. However, the NGO Jossour FFM was able to convince teachers who could champion the project internally. One by one, as a snowball effect, high schools eventually agreed to participate. It is important to have a pre-development mobilization phase in place before interventions are launched to increase the awareness of transport operators, business owners, and teachers.

While some school teachers and directors were first reluctant to the content and use of the training on SH, at the end of the programme, some principals asked the NGO for the content of the programme and solicited further support to integrate the activities in the schools' curricula, which is important step to sustain the initiative, and build it to scale.



Migrant women volunteers share information on sexual harassment in Rabat, as part of the Rabat Safe City Programme. © ONU Femmes / Centre Culturel Africain du Maroc

4.4 Maputo, Mozambique: Youth agents of change and school-based prevention

Summary

The Maputo Safe City and Safe Public Spaces with Women and Girls Programme was launched in 2016, as part of UN Women's Safe Cities Global Initiative. A scoping study was conducted on sexual harassment and other forms of VAWG. It revealed that many girls have experienced violence in public spaces.

Maputo Safe City programme has focused on social norms change through implementing prevention strategies in four schools, including youth as community champions to change attitudes and behaviours that impact women and girls' safety in public spaces. About 2,000 boys and girls are engaged in these school-based activities.

“We talk about female leadership and safe spaces, we can use our voices to advocate, raise awareness among other girls about where we can go and how we can live without violence, discrimination, or being insulted.”

(Adolescent girl advocate, 13 years old)

Description

Leadership skills for girls

Young agents of change divide up the girls and boys in the school to separately discuss issues such as: gender equality, gender-based violence, and social norms and power. These discussions are a starting point where girls and boys begin to question the norms and behaviours they have been exposed to.

The all-girl group and the all-boy group are then reunited in one group where they reflect on their role in creating safe communities.

Through leadership groups in the four schools prioritized for programming in the Maputo Safe City Initiative, young girl activists organize discussions with girls where they reflect on social problems including: gender inequality, sexual violence in public and private spaces, early forced marriage, unsafe infrastructure, sanitation, and safety in schools.

Girls also use their voice, art and social media networks to amplify their voices and participation in public life, including by designing gender-sensitive public policies.

Youth-friendly complaint mechanisms

A suggestion box was placed in the selected schools where students, teachers and workers can anonymously report any complaint, which is then addressed by a designated authority and the school management. The suggestion boxes are strategically placed in safe spaces without stigma associated to violence.

Photovoice is another mechanism identified by youth advocates to amplify the voices and concerns by boys and girls. Photovoice is a qualitative method used for community-based initiatives to document and reflect reality. It is an empowering and flexible process that combines photography with grassroots social action, bringing new insights and perspectives to raise awareness about hidden or overlooked issues affecting the community⁸.

Equipped with knowledge and advocacy skills, students take pictures of the places they consider unsafe and make presentations and recommendations to the community and government authorities. For example, students successfully advocated and managed to get the school to change the location of the toilets because they were not private or safe for girls.

⁸ Darrah L Goo Kuratani & Elaine Lai (2011). Photovoice Literature Review. Accessed 1/15/2019

Young activists' recommendations on what would make the city safe are also being heard by local authorities. For example, youth and community leaders identified an abandoned school as a risk area and reported it to the Ministry of Education. After the complaint was submitted, the Ministry's staff and youth advocates visited the site to assess the situation and provide recommendations.

“For Maputo to be a safe city we need to create more safe spaces. We talk among us guys and girls, about what we need. Boys need to change the machismo culture and stop seeing themselves as powerful or violent, and regard girls as equal”

(Adolescent boy advocate, 14 years old)



The Associação Sócio – Cultural Horizonte Azul (ASCHA) recreates a traditional warrior dance, typically performed by men only at the July 2018 launch of the Enough! campaign to eliminate sexual violence. © Associação Sócio-Cultural Horizonte Azul/Rita Jacinto Huo

4.5 Kericho, Kenya: Engaging men and boys in the prevention of sexual violence in rural spaces

Description

As part of the ensuring the strengthening and sustainability of the Unilever Women's Girls and Boys' Safety Programme in their estates in Kericho, Kenya, awareness raising sessions were brought to the traditional spaces where men meet over a common purpose. Traditionally in most communities in Kenya, men come together over goat eating sessions and they discuss rites of passage of their children, negotiate dowry and during weddings and other occasions. It is this model that the Programme has adopted to hold conversations around sexual harassment.



Children celebrating their work following the completion of a wall mural. It is critical that communities proactively design their own messages to end SH and other forms of violence against women and girls. © UN Women/ Declan McCormack

“We are now able to interrogate and speak against some of the harmful cultural practices such as sexual harassment and gender-violence that have for long time inhibited women to achieving their full potential”

(Male agent of change, Kericho)

Key Elements

These dialogues target men of diverse age and social status in the community including farmers, traders, provincial administrators, religious and cultural leaders (Kipkas) The idea of meeting as they roast goat meat is an innovative and seamless way of introducing difficult conversations in a closed community.

First, the men take up responsibility of slaughtering and roasting the goat. This is already a point of discussion about gender norms. Ordinarily, men will not take up roles of preparing food in their home. This gives the goat eating dialogue a foundation for appreciating and deconstructing negative masculinity and make men understand that reproductive work can be performed by both men and women.

This begins to change attitudes that the men harbor about care work. Secondly, as the goat is cooking, men begin to discuss sexual harassment and how it affects their community. Through the assistance of a trainer, and through a train the trainer (TOT) approach men do a self-reflection of themselves and suggest ways through which they can play active roles in preventing sexual harassment and other forms of gender based violence (GBV). They also develop a plan of action for their community, including how to reach out to their peers and other young men in the village.

It also helps in interrogating cultural practices that are retrogressive as well as bring to light some of the current trends in SH and GBV. It gives them an opportunity to engage with the experts on the existing laws and policies that seek to eliminate SH and GBV in Kenya.

Engaging men and boys to end sexual violence:

- Identifies men's roles in contributing to create safe spaces for women and girls
- Encourages men's empathy with women's experience of violence
- Adopts flexible strategies that will help men and boys to learn from mistakes and failures and how to support efforts that address GBV
- Creates safe and friendly spaces where men can reflect and examine sexual harassment to create hope, healing and opportunities to transform social norms

In efforts to create awareness among children and the community using informative, education materials, artistic murals were developed and placed in strategic places. The Centre for Rights Education and Awareness facilitated the community painting of two murals, one which was placed at a business wall at Kapsuser in Kericho, and the other places in Mogogosiet business center in Bomet County.

A participatory process was carefully facilitated to ensure that community members, mostly women and children could illustrate forms of sexual harassment and other forms of GBV, the essential comprehensive care services that survivors of violence should receive, and how to contact institutions for support, including the police, hospital, legal and psychosocial services.

During the mural design process, discussions are held with the community on the mural images and messaging. The pictures depict information on how to handle cases of defilement and domestic violence, ensuring that survivors can be supported to access justice comprehensively. By having the murals in an open space where people are always on the move, community members are reminded on a daily basis what to do and not do in responding to and preventing GBV.

This community art project also employs a child-centered approach, and places children at the centre of developing messages in the murals to increase awareness among other children about child abuse,

helping to increase their knowledge on how to detect, report and prevent sexual harassment and all forms of violence against children.



Messages on Sexual Harassment, the case of Kericho and Bomet. Counties, Kenya © UN Women/ Declan McCormack

UN WOMEN

UN Women is the UN organization dedicated to gender equality and the empowerment of women. A global champion for women and girls, UN Women was established to accelerate progress on meeting their needs worldwide.

UN Women supports UN Member States as they set global standards for achieving gender equality, and works with governments and civil society to design laws, policies, programmes and services needed to implement these standards. It stands behind women's equal participation in all aspects of life, focusing on five priority areas: increasing women's leadership and participation; ending violence against women; engaging women in all aspects of peace and security processes; enhancing women's economic empowerment; and making gender equality central to national development planning and budgeting. UN Women also coordinates and promotes the UN system's work in advancing gender equality.



Planet 50-50 by 2030
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220 East 42nd Street
New York, NY 10017, USA
Tel: 646-781-4400
Fax: 646-781-4444

www.unwomen.org
www.facebook.com/unwomen
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