

Personal Safety and Security: A gendered lens

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Aim of the presentation

- Why we need to consider gender
- What are the safety issues?
- How can we make things better?

Setting the scene

Understanding context

Why is it important to consider gender?

- Approximately **51%** of the UK's population are women
(Census, 2022)
- Women's travel patterns are generally more **diverse** than those of men i.e., trip chaining
(Criado Perez, 2019)
- Women make up **51%** of the UK workforce, but only account for **26%** of workers within the transport sector
(House of Commons Library, 2023)
- **46%** of transport professionals stated that they have never considered gender within their day-to-day job
(Gender Equality Toolkit In Transport, 2021)

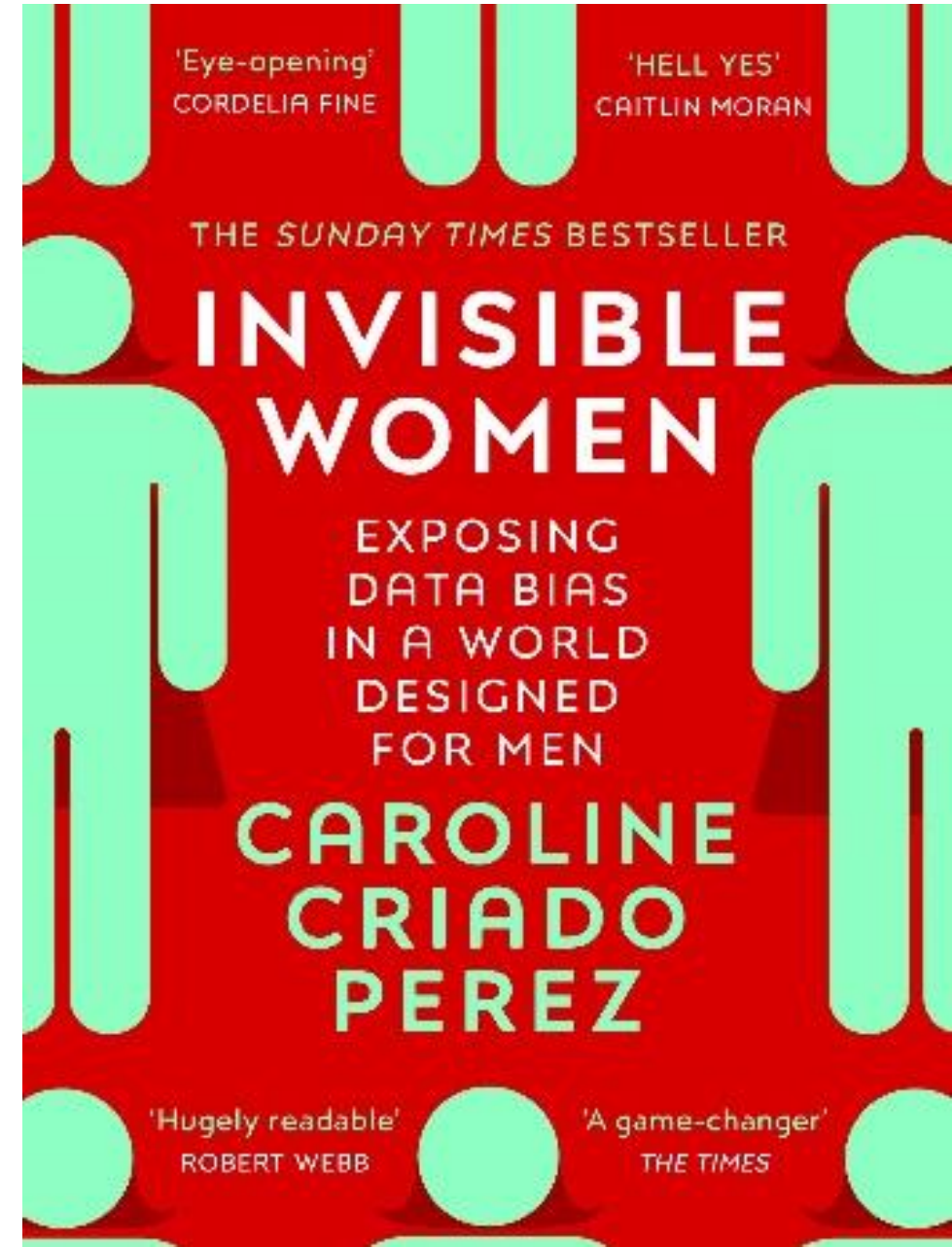
“When planners fail to account for gender, public spaces become male spaces by default.”

Caroline Criado-Pérez, Invisible Women

The Gender Safety Gap

- 3x more likely to get whiplash from rear end shunts
- 47% more likely to be seriously injured
- 71% more likely to be moderately injured
- 17% more likely to die

Cars have been designed using car crash-test dummies based on the “average” male!





Personal Safety on Transport

Highlighting the issues

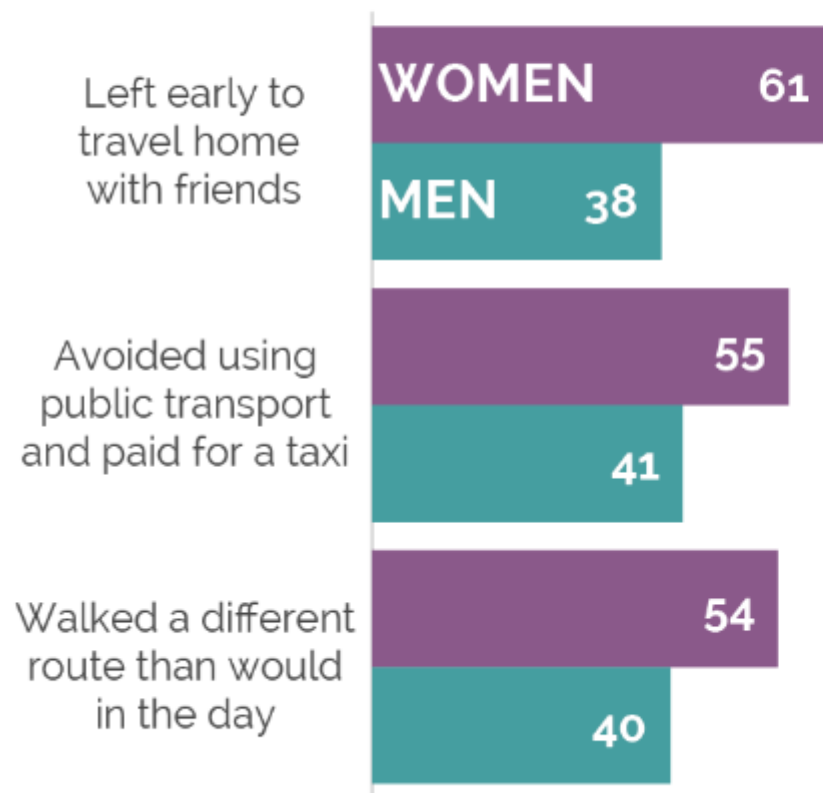
“an individual’s ability to go about their everyday life free from the threat or fear of psychological, emotional or physical harm from others.”

- Suzy Lamplugh Trust

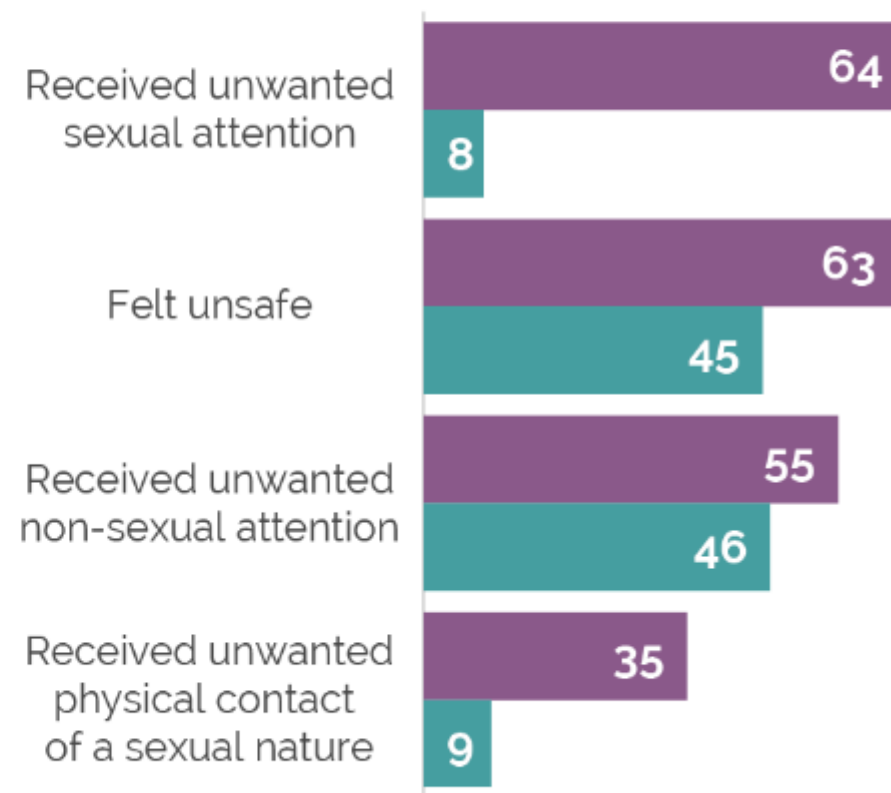
Personal safety and gender

% of British women and men who have experienced the following

To stay safe when out in the evening have... (past year)

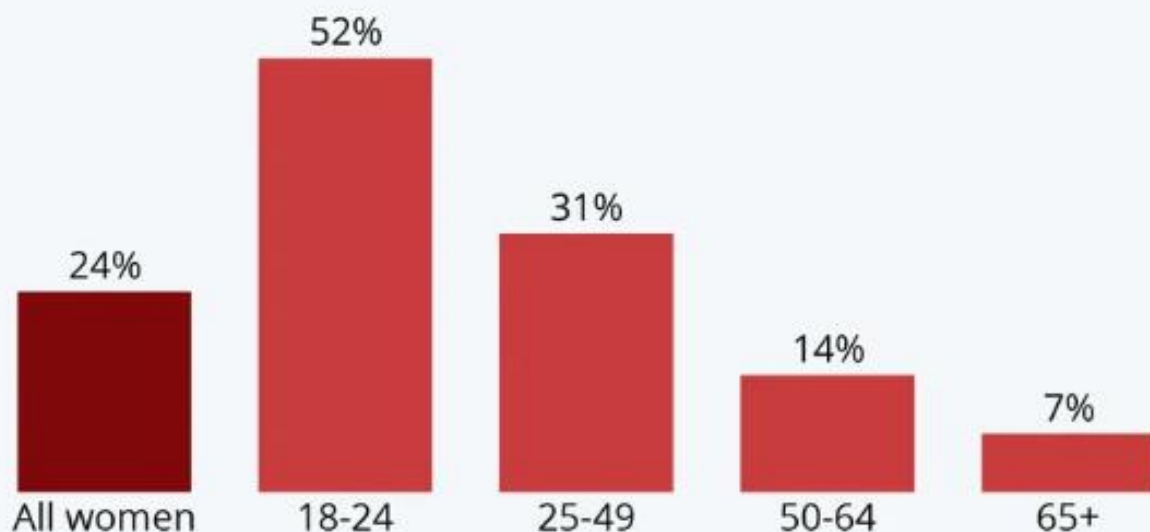


Have been in a public space and... (ever)



Majority of young women have been sexually harassed

Share of British women saying they have been sexually harassed in public in the last 5 years



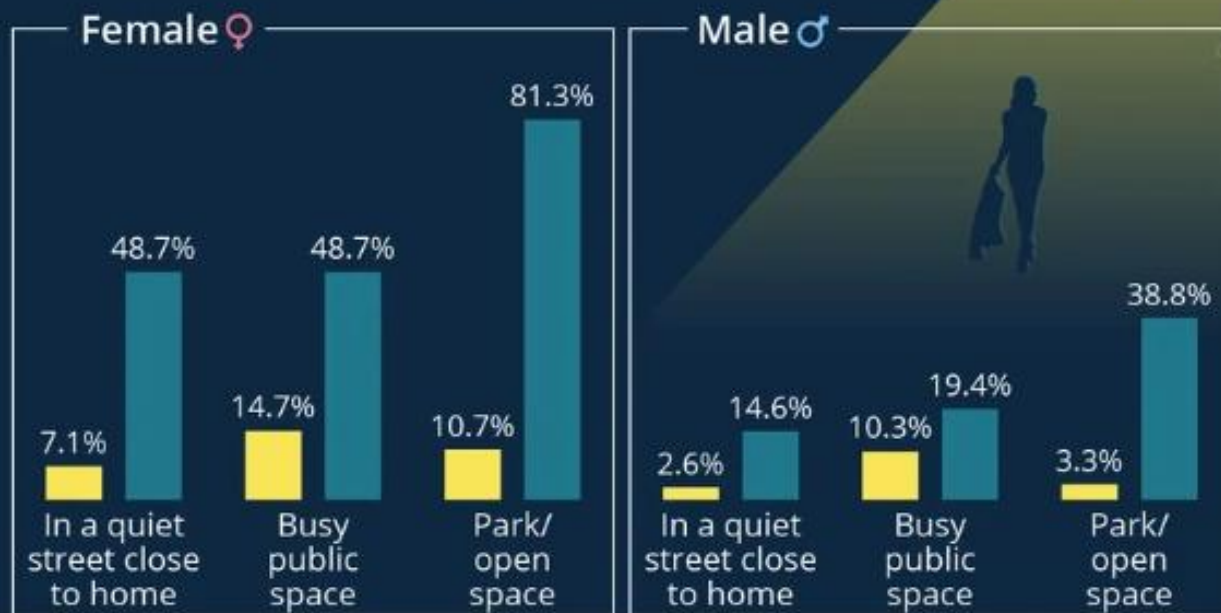
n=3,293 British women. Conducted 12-14 September 2017.
Original question: Have you experienced sexual harassment in a public place (e.g. on public transport, walking down the street, at work, in a park etc.) in the last five years?

Source: YouGov

Feeling unsafe in the UK

Share of GB adults who felt "very or fairly unsafe" walking alone, by setting and gender

Daytime After dark



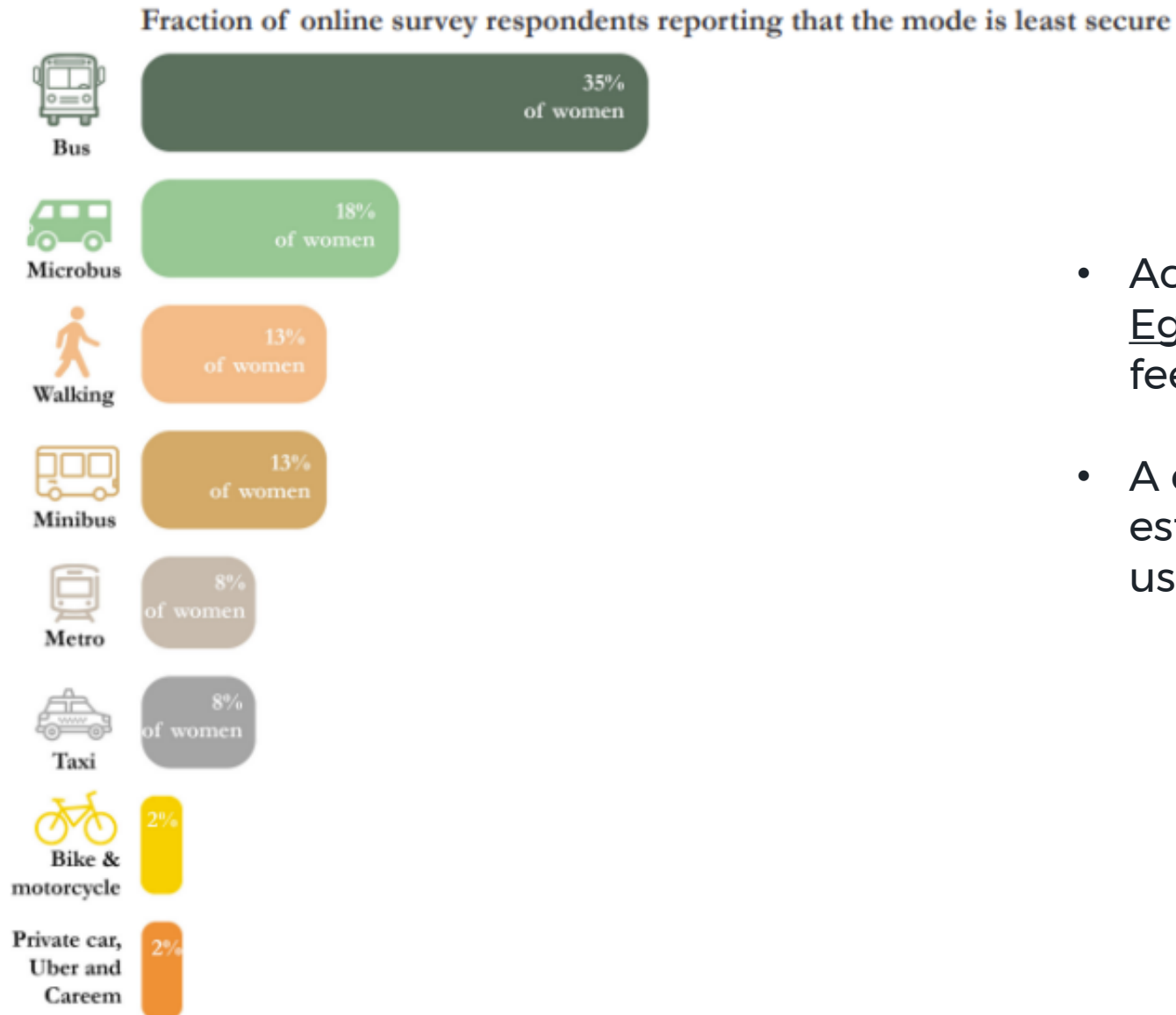
Survey conducted 2-27 June 2021
Source: Office for National Statistics



Case Study: London, UK

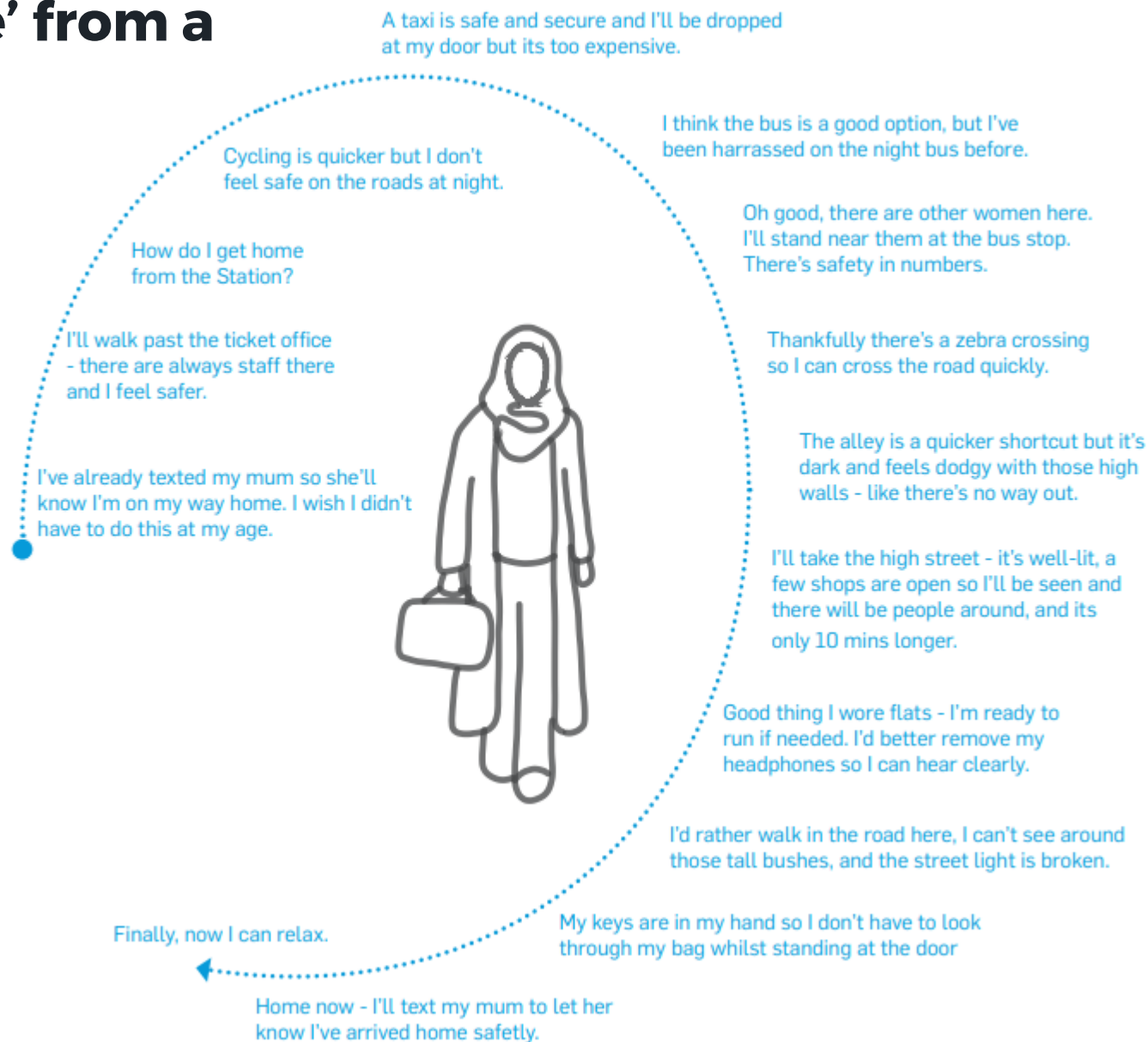
- 94% have felt threatened when using public transport
- 92% said that their biggest fear is being sexually harassed or assaulted
- **82% feel unsafe due to poor lighting**
- **79% feel unsafe or very unsafe using public transport at night**
- 67% feel unsafe travelling with strangers
- **62% feel unsafe waiting at a bus stop**
- 54% feel unsafe travelling solo
- **52% feel unsafe walking to bus stop or station**
- 28% have been assaulted on public transport

Case Study: Cairo, Egypt



- According to UN studies, 86% of Egyptian women have reported feeling unsafe on public transport
- A concerning statistic given that an estimated 25% of public transport users are women in Cairo.

The first and last 'mile' from a woman's perspective



Barriers to enhancing Transport Safety

What the industry told us...

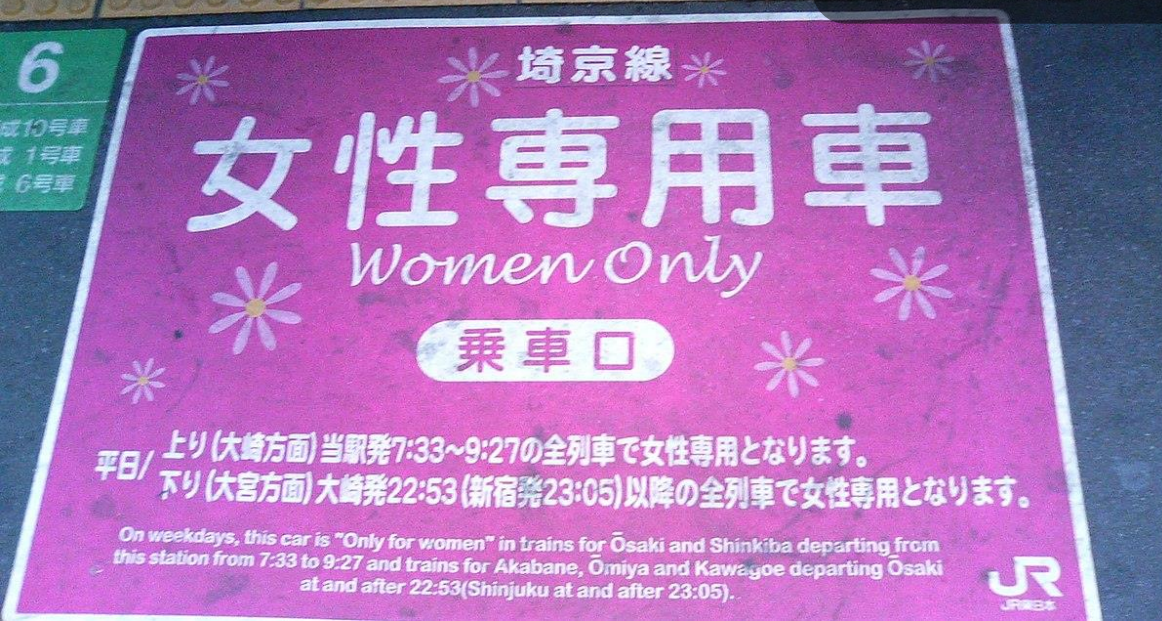
- 10 workshops held
- 80+ individuals engaged across 20 organisations
- Involved public sector, private sector, SMEs, police, researchers etc



What works well?



Women-only Transportation?



So, what can we do?

- Safety is not a one size fits all approach!
- We must challenge our own experiences and biases
- Collect gender-disaggregated data
- Engage women in the design and decision-making process for public infrastructure at all stages.
- Monitoring and evaluation is really important.

Case studies – Safer Design

The station of being: Umea, Sweden



<https://www.youtube.com/watch?v=GsdXOyJvnZM>



Case studies – Safer Design

Bus Rapid Transport, Cairo, Egypt

BRT 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

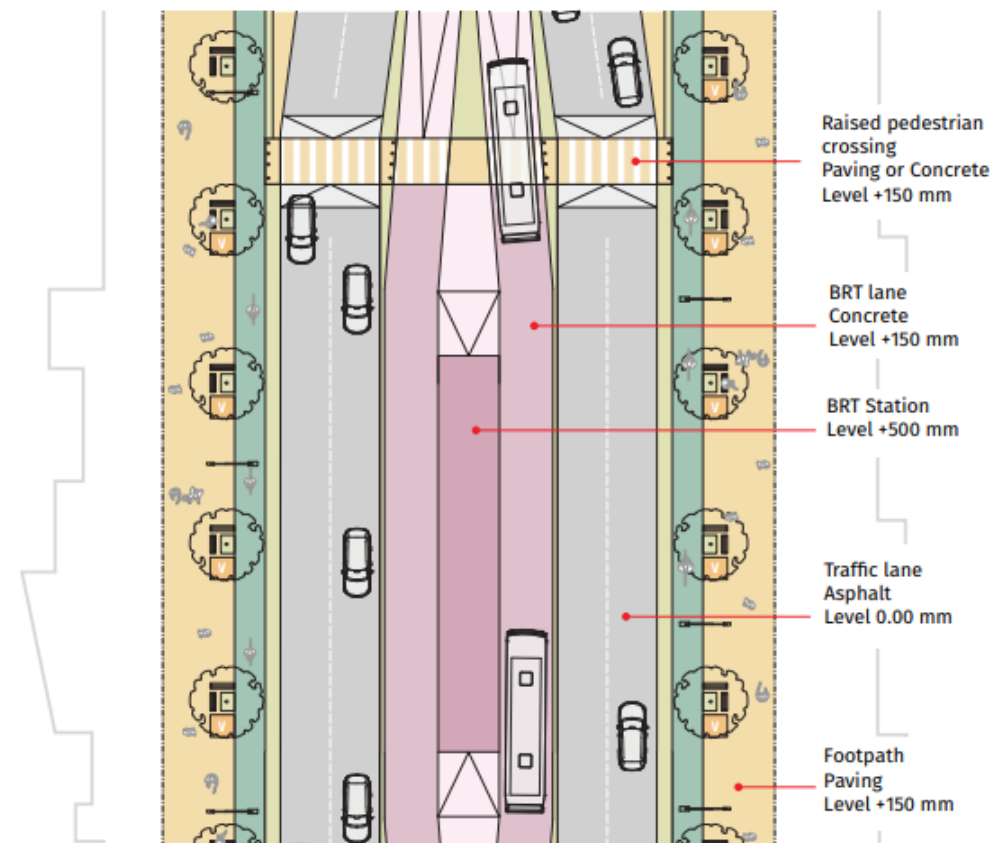


Figure 35. BRT corridors and adjoining streets should be designed with a continuous pedestrian realm that is accessible to persons with disabilities.

Case studies – Safer Systems

Bus Service Improvements

Project overview

- Waiting environments and walking routes.
- Audit methodology developed through desktop research of best practice + stakeholder engagement + Design assessment
- Industry engagement + local resident engagement to identify issues.
- Prioritisation of key sites based on audit scoring.
- Comprehensive recommendations for enhancing safety in the region's bus transport system.
- Both design improvements and operational strategies.



Bus Stop Audit Template

Tab name	Description of contents
Instructions	How to use the template
Context	Types of bus stops and their key features
Suggested improvements	Infrastructure improvements for consideration
Criteria Selection	Criteria and audit tool
Observations	Evidence base such as images / google street view links
Summary	Summary of audit

INSTRUCTIONS

OVERVIEW
This template has been created by WSP, on behalf of West of England Combined Authority (WECA) as part of the Bus Service Improvement Programme (BSIP). The primary function of the audit is to assess the current condition of waiting environments i.e. bus stops and bus stations. An additional template has been produced for walking routes.

This audit forms part of The West of England BSIP bid Delivery Plan H: Passenger Voice. This Delivery Plan, contains the ambition that there is a safe environment at all stages of the passenger journey, including at bus stops, on-board and walking to and from stops.

Initiative H2: Bus Passenger Safety Audit, sits within this Delivery Plan. The expected outcome of Initiative H2 is improved safety outcomes, and it aligns with Target

OVERVIEW
The purpose of undertaking this audit is to enhance passenger safety. This consists of various criteria which relate to the physical design and features of the bus stop, as well as how the bus stop feels to capture sentiments regarding personal safety. It is recommended that assessments are undertaken in person, in daylight and during different times of day. It should be noted that safety perceptions vary depending on different factors, including gender and race for example. Given the importance of personal safety, it is highly recommended that a minimum of 2 people undertake the audits.

Instructions Context Suggested improvements Bus stop audit Observations Summary

Example bus stop audit template

Bus stop audit criteria

1. Personal Safety
2. Comfort
3. Information provision
4. Design
5. Accessibility

Bus stop audit summary sheet

Bus stop reference	NP ¹	NP ²	NP ³	NP ⁴
Name of Assessor(s)	Score	Score	Score	Score
Sub Criteria/CRITERIA				
Maintenance	2	2	2	1
Active Surveillance	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop
Passive Surveillance	2	2	1	1
Natural lighting	2	2	1	1
Artificial lighting	2	cannot be determined via desktop	1	cannot be determined via desktop
PERSONAL SAFETY TOTAL (Max Score 10)	8	6	4	3
Condition of footway	2	2	2	2
Footway widths (this may be dependent on street type and buses per hour)	2	2	1	1
Suitable waiting area	2	2	1	1
Footway obstructions	2	1	1	1
Footway levels	2	2	1	2
Traffic noise and pollution	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop
COMFORT TOTAL (Max Score 12)	10	9	6	7
Timetable and route information	2	1	cannot be determined via desktop	0
Information on fares and types of tickets available	1	0	cannot be determined via desktop	0
Information on emergency contacts / help lines / reporting mechanisms	cannot be determined via desktop	0	cannot be determined via desktop	1
General wayfinding	1	1	0	0
INFORMATION PROVISION TOTAL (Max Score 6)	4	2	0	1
Footway provision	2	2	1	1
Drainage	2	2	2	2
Bus stop shelter	2	2	1	1
Bus stop edge	2	2	2	1
Intersections at bus stops	1	1	1	1
Traffic exposure	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop	cannot be determined via desktop
DESIGN TOTAL (Max Score 12)	9	9	7	6
Pedestrian access to bus stop	2	1	2	2
Kerbs heights (for bus to deploy ramp)	1	1	1	cannot be determined via desktop
Width of stop area	2	2	1	1
Information provision	1	1	cannot be determined via desktop	0
ACCESSIBILITY TOTAL (Max Score 8)	6	5	4	3
Total Assessment Score (Out of 50)	37	31	21	20
Bus Stop Score	76%	63%	45%	40%

Best practice review

Case studies – Participatory Design



<https://development.asia/case-study/child-centering-road-safety-making-sure-it-works-girls-and-boys>



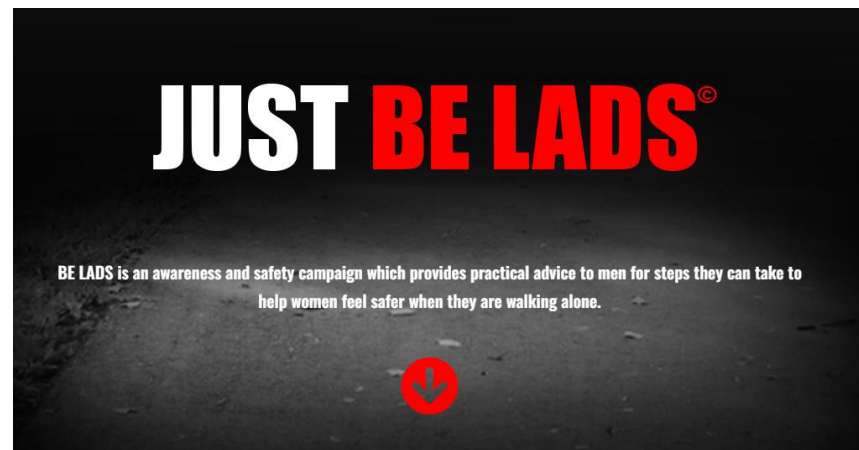
<https://theearlscourtdevelopmentcompany.com/consultation/public-realm-inclusivity-panel>

Case studies – Education and awareness

Campaigns



Transport for London



<https://belads.co.uk/index.php/advice/>

Mexico



<https://www.unwomen.org/sites/default/files/Headquarters/Attachments/Sections/Library/Publications/2019/Safe-cities-and-safe-public-spaces-Compendium-of-practices-en.pdf>

***Gender-sensitive planning is
crucial to creating safe, secure
and accessible transport systems***



Thank you

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