

Policy and Sustainability Committee

10:00am, Tuesday, 30 November 2021

Women's Safety in Public Places

Executive/routine
Wards
Council Commitments

1. Recommendations

- 1.1 Note that the content of this report acknowledges both the need for attitudinal, behavioural and structural change across society while also calling the council to action to improve women's safety in public places.
- 1.2 Approve the proposed course of action to strengthen and expand existing safety measures already implemented by the Council with a gendered lens in all forward planning and implementation.
- 1.3 Consider the options for a consultation around the public places and spaces in Edinburgh that could assist in identifying where women feel safe, where they feel less safe and what can be done to improve their safety.
- 1.4 Consider strengthening existing community resources currently in place to enhance women's safety in public places as well as the introduction of additional measures specifically pertaining to women's safety in public spaces.
- 1.5 Consider the implementation of a campaign targeted at men's thoughts, actions and behaviours around women's safety, as well as sustained activity highlighting how men can act as allies in promoting the safety of women in public spaces.
- 1.6 Consider the adoption of additional safety measures in public spaces of particular concern to women, and the allocation of funds required for their adoption.

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Women's safety in public places

2. Executive Summary

- 2.1. This Committee report responds to a motion approved by full Council on women's safety in public places.
- 2.2. The report sets out the current context in which the Council works to improve women's safety. It provides an overview of work undertaken to improve women's safety in public places, and the challenge of men's behaviours which create real and perceived danger for women.
- 2.3. It provides information on recommendations and future actions to ensure women's safety is embedded in the roll-out of 20-minute neighbourhoods.
- 2.4. The importance of capturing perceptions of citizens alongside measures to evaluate safety is noted and options are presented on consultations that could be taken forward.
- 2.5. The report also highlights the need to address the main issue affecting women's safety – the actions and behaviours of men that perpetuate fear for women.

3. Background

- 3.1. Full Council approved a motion by Councillor Watt on 29 April 2021 on Women's Safety in Public Places
- 3.2. "Council deeply regrets that it has taken the murder of Sarah Everard, Bennylyn Burke & Wenjing Lin and the countless other lives lost to bring women's safety in public spaces to mainstream attention across the country. Council notes the need for structural change across society and its institutions ought not to be used as a reason for doing nothing in response to this problem. Council agrees to bring a report to Policy & Sustainability within two cycles, detailing any actions to improve women's safety, including embedding considerations within risk assessments, placemaking and any other organisational changes to positively impact safety of women in Edinburgh. This report should identify options for a consultation around the public places and spaces in Edinburgh where women feel safe, where they feel

less safe and what can be done to improve their safety, with actions being reported back to the appropriate committee.”

- 3.3. Full Council further approved a motion by Councillor Osler on 26 August 2021 on Creating a Safer First and Last Mile Journey for Women and Girls
- 3.4. “Council:
 - 3.4.1. Acknowledges the importance of ensuring women and girls can travel safely in Edinburgh including through our open spaces,
 - 3.4.2. Recognises ‘Safe Cities and Safe Public Spaces’ is one of the core partnership initiatives in action used by UN Women (of the United Nations) to achieve its 2018-2021 strategic plan objective of more cities and other settings having safe and empowering public spaces for women and girls,
 - 3.4.3. Notes Atkins’ ‘Get Home Safe’ which calls on transport planners and urban designers to take action to create safer first and last mile journeys for women, and recommends: improving visibility through low to the ground planting and vegetation and removal of walls and barriers; active building frontages to provide ‘eyes on the street’; and providing emergency contact and digital wayfinding apps, and
 - 3.4.4. Calls for a report to be submitted to Transport and Environment Committee within two cycles on the benefits of adopting such recommendations and on how safety for women should be improved, notably in our parks and open spaces.”

4. Main report

Context

- 4.1. A report published by the [Office for National Statistics](#) demonstrates that women throughout the UK feel unsafe in public places, particularly after dark. They also feel considerably more fearful than men.
- 4.2. These findings were replicated by a [ScotPulse survey by STV](#) in March 2021. The survey demonstrated that 59% of women and 20% of men in Scotland have experienced sexual harassment or assault. Half of women responders reported that the incident took place in a hospitality venue such as a bar, pub or nightclub, while 21% reported experiencing harassment in the workplace. Fifty per cent of people who responded stated they did not feel safe walking alone at night, and of those respondents, 68% were women.
- 4.3. According to [Scottish Crime and Justice Survey, 2019-2020](#), men are more likely to be the victims of violent crime in a public place, but they are also three times more likely to be the perpetrator.

- 4.4. Further, this report wants to emphasise that the language used in this survey has the potential to minimise the impact of sexual harassment and assault on women and girls: although the Scottish Crime and Justice Survey makes mention of ‘forced sexual intercourse’ and makes a distinction between ‘serious’ and ‘less serious sexual assault’, it must be born in mind that forced sexual intercourse is rape and that any form of sexual assault is serious, as it has the same effect. Any type of sexual harassment or assault of women in a public place by a stranger contributes to women’s fear of public places and has a direct impact on their lives, choices, decisions, wellbeing, behaviour and mobility around their environment (Keane, 1998).
- 4.5. According to [ActionAid](#), one in three women globally are affected by violence, making this one of the most widespread human rights abuses worldwide. According to the [Femicide Census](#) between 2008-2018 in the UK, 1425 women were killed by men, 112 of these were in Scotland. The greatest risk of harm to women’s safety continues to be from either a male intimate partner, or another male family member. In 8% of these cases, women had been murdered by strangers.
- 4.6. Of all homicides in Scotland in 2019-2020, 66% occurred in a residential location. Of the 33% that occurred in a public place, 13% occurred indoors in the public space ([Homicide in Scotland 2019-2020: Statistics](#)). Twenty-nine percent of victims were female, and of those, 37% were killed by a partner or ex-partner.
- 4.7. The [Scottish Social Attitudes Survey](#) highlights that in 2018-19 Police Scotland recorded 61,000 incidents of Domestic Abuse in Scotland. 82% of these involved a female victim and a male accused.
- 4.8. The above numbers do not by any means intend to undermine the prevalence and impact of violence against women and girls (VAWG) in Edinburgh. In 2019 alone, the [Improvement Service](#) estimated that VAWG cost the Scottish economy approximately £4 billion, with the acknowledgment that this is an underestimate, as many crimes against women and girls often go unreported. The report adds that “these costs will impact elected members’ local economy” (p.5).
- 4.9. The [Recorded Crime in Scotland 2019-2020](#) report highlights that in the city of Edinburgh there were 1,057 non-sexual crimes of violence, and 1,206 sexual crimes. Bearing in mind that crimes against women are underreported, this still translates to one non-sexual crime of violence every 8.2 hours, and one sexual crime every just over 7 hours.
- 4.10. Between June and September 2020, referrals to Edinburgh Women’s Aid increased by 70% against 2019. Given the above information, violence against women, whether taking place in an intimate relationship, or by a stranger is a problem globally, nationally, and locally, and on a scale which is rarely discussed or understood.
- 4.11. The Council provide many support services that offer assistance after an episode of gender-based violence. These services are reactive to, rather than preventative

of gender-based violence due to the propensity of violence occurring more frequently in people's homes rather than in public.

- 4.12. Ultimately, whether viewing women's safety in an international or Edinburgh context, one universal reality is incontestable. It is the behaviour of men that put women into actual risk or perpetuate the fear of being at risk of harm. It is not possible to establish the percentage of men who engage in threatening, abusive or violent behaviour against women in public spaces. However, it only takes violent or abusive behaviour by one man in public to elicit fear and alarm in women in the public sphere.
- 4.13. This phenomenon has been documented since the 1980's following Liz Kelly's writing on 'The Continuum of Sexual Violence' (Kelly, 1987). This term provides a framework for understanding the prevalence of sexual violence by highlighting how harassment and seemingly 'innocuous' behaviours such as cat-calling exist on the same spectrum as sexual assault and rape.
- 4.14. Poor street lighting or isolated bus stops in themselves would not elicit wariness or fear, it is the risk attached to the behaviours of others that create the pause, doubt or avoidance of doing certain things that without that risk, would not be considerations.
- 4.15. However, although there is a need to address the behaviour of men and to raise awareness of the impact of their actions on women, actions can also be taken to redesign public spaces and intervention programmes to strengthen women's feelings of safety in the public sphere.
- 4.16. Such interventions would not only be limited to the design of neighbourhoods and on elements such as streets, bus stops, parks and train stations but they would also include the wider public spaces that women occupy, such as hospitality venues, workplaces, shops, festivals, sport and music events among others.
- 4.17. The activities currently undertaken by the Council, as well as recommendations proposed within this report, are fully in line with the UN Women '[Safe Cities and Safe Public Places](#)' flagship programme. This programme outlines four key commitments for city partners to:
 - 4.17.1. Identify gender-responsible locally relevant and owned interventions
 - 4.17.2. Develop and effectively implement comprehensive laws and policies to prevent and respond to sexual violence in public spaces
 - 4.17.3. Invest in the safety and economic viability of public spaces; and
 - 4.17.4. Change attitudes and behaviours to promote women's and girls' rights to enjoy public spaces free from violence.

What the Council is doing already

- 4.18 The Council recognises the importance of creating and sustaining women's and girls' safety in public places in the [Council Business Plan](#). The Plan recognises the importance of safety in active travel along key road networks, particularly for

vulnerable and/or more rural citizens. It further recommends better mechanisms for implementing public safety in Council Estates such as leisure centres and parks as a further commitment during the roll-out of 20-minute neighbourhoods.

- 4.19 Specifically, the shared outcome with [The Edinburgh Partnership Community Plan 2018-2028](#): 'A Good Place to Live' states that 'The places people live and work, their connections with others and the extent to which they can influence decision that affect them, all have a significant impact on their quality of life and wellbeing. Towards this, all partners are committed to working together to create good places to live in Edinburgh and accessible open spaces, with good links to health, childcare, and other services.'
- 4.20 The [Council Equalities, Diversity and Inclusion Framework](#) states that as part of Covid 19 recovery, in order to meet our 2050 vision we need to build back better, including structuring and delivering our services differently and working with communities, including equality groups, to consider the needs of all our residents.
- 4.21 The Framework recognises that women, including Black, Asian and Minority Ethnic women, are at higher risk of disadvantage. There is a clear outcome that 'people at risk of harm through poverty and deprivation, hate crime or discrimination, violence against women, children and young people or of becoming involved in crime, are protected and supported'.
- 4.22 The Framework further identifies actions for prevention and early intervention under the theme of 'Health, Wellbeing and Attainment for Children and Young People' by addressing safety in the public realm through the Mentors in Violence Prevention (MVP) peer education programme. The programme, delivered by trained S5-S6 mentors has been implemented in almost all high schools in Edinburgh and covers topics such as domestic abuse, sexting coercion, sexting images, shaming, transgender bullying, sexual harassment in school and online abuse.
- 4.23 The City of Edinburgh Council is a key partner and stakeholder in the Equally Safe Edinburgh Committee. Equally Safe is the CoSLA and Scottish Government approach to ending gender-based violence and discrimination. Equally Safe has four objectives:
- 4.23.1 Scottish society embraces equality and mutual respect, and rejects all forms of violence against women and girls
 - 4.23.2 Women and girls thrive as equal citizens: socially, culturally, economically, and politically
 - 4.23.3 Interventions are early and effective, preventing violence and maximising the safety and wellbeing of women, children, and young people
 - 4.23.4 Men desist from all forms of violence against women and girls and perpetrators of such violence receive a robust and effective response
- 4.24 The Committee was previously known as the Edinburgh Violence Against Women Partnership.
- 4.25 The Equally Safe Edinburgh Committee is part of Edinburgh's Public Protection Committees which are governed through the Chief Officer's Group. The objectives

of Equally Safe aim to prevent and eradicate violence against women. The previous Domestic Abuse Lead Officer left the post in March 2020 and following a redesign of what support the Equally Safe Edinburgh Committee required, the creation and recruitment to Edinburgh's first Equally Safe lead officer was completed during the summer of 2021.

- 4.26 Equally Safe and its broad agenda is supported by several Council services – Criminal Justice, Children's Social Work, Education, Homelessness commissioning as well as Housing.
- 4.27 The Family and Household Support (FHS) team, operating through Safer and Stronger Communities, plays an important role in delivering support to women affected by Gender-Based Violence (GBV) including domestic abuse. FHS works closely with Edinburgh Women's Aid; are key partners in the creation of the Domestic Abuse Local Action Group (DALAG); work alongside three of the [Council's Safe and Together](#) champions; and manage the most acute cases of harassment and hate crime, often perpetrated against women.
- 4.28 The Equally Safe Edinburgh Committee has a three-year action plan, addressing the agenda of Equally Safe in Edinburgh. Intimate partner and family violence against women and girls is to the fore in this plan, with little emphasis on the broader issue of how safe women feel in their communities and the city as whole, and the restorative work required to alter that sense of safety.
- 4.29 The current plan does not have direct actions set out to look at and tackle men's attitudes and approaches to women. This is an identified gap, and a public facing communication regarding how men think and act towards women is to be progressed in Autumn 2021. This approach will reverse the general approach to view the issue of women's safety to be an issue to be addressed by women; when the reality is that our culture in certain groups of men need challenged to create debate and personal reflection on how men's actions and behaviours impact women and women's safety.
- 4.30 The adopted [Local Development Plan 2016](#) seeks to ensure that good layout design makes streets and spaces 'safer' by promoting natural surveillance in the following policies:
- 4.31 [Policy Des 5 Development Design – Amenity](#) criterion c) requires developments to promote community security by providing active frontages to more important thoroughfares and designing for natural surveillance over all footpaths and open areas, and
- 4.32 [Policy Des 7 Layout Design](#) sets out factors to ensure a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths, public and private open spaces, direct and connected routes to services and public transport, and car and cycle parking areas and pedestrian and cycle paths are overlooked by surrounding properties. Paragraph 162 states that the layout of development should enhance community safety and urban vitality and provide direct and convenient connections on foot and by cycle.

- 4.33 The [Edinburgh Design Guidance](#) provides detailed planning guidance, and one of the key aims for designing places is to address the street in a positive way to create or help to reinforce a the sense of place, urban vitality and community safety. On Community Safety it sets out how building design and layout should create active frontages and ensure all external spaces are overlooked, and planting must avoid the creation of hiding spaces, and footpaths designed with visibility that avoids blind corners/alleys.
- 4.34 [City Plan 2030](#) (Proposed Plan as reported to 29 September 2021) takes forward a policy on Layout Design, with a similar wording to the LDP 2016, and a new policy is proposed for ‘Sustainable Developments’ that requires a statement to address how development proposals encourage ‘*all forms of active travel (including complying with Edinburgh’s Street Guidance and associated Factsheets) and shall be accessible by those of all ages and levels of mobility, including those with disabilities.*’
- 4.35 City Plan 2030 provides high level ‘development principles’ for its mixed use developments, and require that *new routes and open space are lined with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level, and where mobility hubs are proposed, these are in a prominent location with high footfall and good passive surveillance*’.
- 4.36 Transport policies provide criteria for the location of cycle parking and mobility hubs that require natural surveillance (eg. *for major new developments...shared transport potentially in a ‘mobility hub’ with additional services, located with good natural surveillance*’).
- 4.37 The Council is in its early stages of developing an update to the Active Travel Action Plan, which will include a behaviour change chapter. This will go into more detail around the inequalities which are present when considering gender- and ethnicity-related barriers to utilising active travel modes, and the actions which can be taken by the Council in partnership with organisations to bring around greater levels of representation and equality. As part of the larger active travel schemes, behaviour change action plans are being created, for example for the West Edinburgh Link, and this is specific to the context of bringing around greater active travel in areas of deprivation and ethnic minorities, where there are additional societal and structural barriers affecting the propensity of an individual to begin walking and/or cycling.
- 4.38 [The City Mobility Plan](#) (CMP) sets out Edinburgh’s route to achieving sustainable, inclusive and effective mobility across the city and into the region. There is an acknowledgement of gender inequality in the CMP:

‘It is recognised that different genders have differential access to transport systems. Twice as many women as men make multi stop and multi-purpose journeys.¹³ Women and people from identifiable minorities fear being assaulted or harassed on the public transport network and are more likely to choose to travel by car or taxi because it is personally safer.’

Enabling gender equality in accessibility benefits all travellers. Prioritising certain transport modes is an important factor for increased equality. The proximity of

high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.'

- 4.39 The CMP also provides the strategic context to deliver major projects over the next few years including City Centre Transformation, George Street and First New Town, West Edinburgh Link, City Centre West to East Link and Meadows to George Street. Each one of these projects intends to deliver safe and inclusive public spaces for everyone to use, increasing the potential number of people who may feel safe to walk and cycle for everyday journeys in the vicinity, with more freedom and less perception of fear.
- 4.40 An Integrated Impact Assessment (IIA) is carried out for each policy/project, where any potential adverse impacts on people with protected characteristics (including gender) are highlighted, with a mitigating action for how any potential negative impacts could be minimised/reduced.
- 4.41 The Council's [Active Travel Action Plan](#) (ATAP) sets out a framework for how the Council will deliver a city that prioritises people on foot and bicycle, along with a series of specific schemes and programmes integrating infrastructure and behaviour change measures, contributing to a city that is safer and prioritises active and sustainable travel. This is currently being updated and will incorporate the principles and recommendations of the [Get Home Safe](#) report by Atkins.
- 4.42 The ATAP update will also include context-specific behaviour change action plans to encourage and enable greater active travel and address societal and structural barriers to walking and cycling.
- 4.43 The Council works in partnership with Sustrans to deliver the Sustrans Bike Life report every two years. In 2018, the [Sustrans Bike Life – All Cities Publication](#) focussed on reducing gender inequalities in cycling.
- 4.44 This report recommended that: city leaders and transport teams:
- 4.44.1 Prioritise women's concerns about road safety and multi-stop journey patterns through the planning and delivery of protected cycling routes on main roads and orbital routes.
 - 4.44.2 Foster better representation of women in the transport and planning sector and engage with women and listen to their experiences and views throughout the whole decision-making process.
 - 4.44.3 Ensure that evidence on gender and intersecting areas of equality such as disability, age and ethnicity are integrated into Active Travel strategies and policies
- 4.45 The Council is working with a researcher [May East](#), to conduct an applied research programme in Edinburgh that could contribute to the city's gender in placemaking initiatives. This research is being conducted in Wester Hailes and Portobello, looking at:
- 4.45.1 sense of place
 - 4.45.2 green space

4.45.3 active travel

4.45.4 safety

- 4.46 The research is currently ongoing and an update on findings will be made available in due course.
- 4.47 The Edinburgh Community Safety partnership has implemented a number of measures to ensure women's safety, particularly during the night-time economy. There is currently [a network of 193 interconnected CCTV cameras](#) in locations that have been identified as real or emerging hotspots for antisocial or other behaviour that can compromise safety. A network of an additional 13 mobile CCTV cameras are also deployed on a weekly basis to ensure safety in public places.
- 4.48 All stationary and mobile CCTV cameras are monitored 24-hours, 7 days per week. They are also interlinked and connected with Shop Watch, Pub Watch and police radio, so as soon as an incident or concern arises, an immediate coordinated response is triggered. This response can involve Police officers, and/or Street Assist, whose responsibility is to support people identified as potentially vulnerable to a place of safety.
- 4.49 The Council also provides transport marshals for taxi ranks located on Lothian Road, the High Street, and Leith Street, who make sure that passengers are safe upon entering a black cab, on Fridays and Saturdays from 10pm to 4.30am.
- 4.50 The Community Safety Team recognises that safety in and around the Meadows has always been a concern for the public and particularly for women. Installing stationary CCTV cameras in the Meadows has historically been challenging due to the topographic features of the area. However, there are plans to install a CCTV camera in the Meadows on specially erected 10-meter pole in 2022.
- 4.51 Further discussions on the installation of re-deployable CCTV cameras in line with the implementation of 20-minute neighbourhoods are due to take place in 2022.
- 4.52 Although the Council is carrying out considerable amounts of work to increase safety in public spaces for women around the city, there is still a lot more that can be done in the short, medium and long term. An example of the need for ongoing work would include the most recent [attack of a woman on Fishwives Causeway](#) on 11 November 2021.
- 4.53 This incident demonstrates that although there are considerable efforts to incorporate plans that would enhance women's safety in public places in all future council activity, until ongoing, sustained and supported efforts are made on an ongoing basis to address gender inequality, men's attitudes and behaviours, women's safety in public places will continue to be compromised.

Examples of Good Practice

- 4.54 The Council works in partnership with Sustrans to deliver the Sustrans Bike Life report every two years. In 2018, the [Sustrans Bike Life – All Cities Publication](#) focussed on reducing gender inequalities in cycling. This report recommended that: city leaders and transport teams:

- Prioritise women’s concerns about road safety and multi-stop journey patterns through the planning and delivery of protected cycling routes on main roads and orbital routes.
- Foster better representation of women in the transport and planning sector and engage with women and listen to their experiences and views throughout the whole decision-making process.
- Ensure that evidence on gender and intersecting areas of equality such as disability, age and ethnicity are integrated into Active Travel strategies and policies

- 4.55 An example of good practice for enhancing women’s safety in public spaces comes from Vienna, Austria, where city planning took into consideration women’s specific needs in terms of travel patterns, use of public spaces and public transport.
- 4.56 A further good practice example comes from the town of Umea in Northern Sweden. Umea has adopted a gender lens in planning and designing spaces to respond to the [specific needs of teen girls](#), as well as in designing [gender-sensitive cultural and leisure activities](#) around town. Such activities include:
- 4.56.1 Equal conditions in booking sports practice venues such as football training grounds
 - 4.56.2 Guided town tours with ‘gender glasses’
 - 4.56.3 Active encouragement of more women to be represented in cultural events
 - 4.56.4 The creation of the first Women’s History Museum in Europe
- 4.57 These practices have led to Umea being labelled a ‘Model Town for Gender Equality’ by the ‘[Observatory](#)’ – the European Charter for Equality of Women and Men in Local Life.
- 4.58 A [European Union report by the European Regional Development Fund](#) highlighted that ‘gender-sensitive planning has many overlaps with other policy areas [such as] greener cities that respect sustainable mobility principles’. It further emphasises the importance of ensuring that at both planning and implementation stages, women are thought of as beyond ‘victims’ and/or ‘mothers’-rather about taking a fresh approach to thinking about men’s and women’s places in the city.
- 4.59 Both the evidence provided above as well as examples of good practice in other parts of Europe highlight that safer spaces for women are safer spaces for everyone. This finding was also highlighted by [UN Women](#), who identified that public spaces, especially parks and streets, are often the hearts of communities. Safer public spaces can therefore lead to safer communities overall.

Recommendations

- 4.60 The Council can consider the further upgrading and addition of more CCTV cameras in areas where there is currently a shortage. Although at the moment the CCTV network covers those city centre areas that are known hotspots for violent or antisocial behaviour, there should be a consideration for additional cameras

covering main routes people take when making their way home, particularly from night-time economy venues.

- 4.61 Safety in the Meadows continues to be an area of concern for many women, particularly those who have to regularly cross for work/leisure/study purposes. Although the introduction of a CCTV camera in the Meadows provides a good starting point, women's safety in the Meadows can be further ensured by the continued commitment of Police Scotland through foot/mobile patrols, with ongoing support by Street Assist Volunteers.
- 4.62 The Meadows would also benefit from additional CCTV cameras, covering the entire area. The implementation of this measure will depend on the feasibility of installing additional CCTV cameras, which will be determined by data by Locality and Police Scotland to identify hotspots; a Privacy Impact Assessment; a contractor survey; and, if feasible, the actual installation process which will involve some disruption in the area itself.
- 4.63 It is important to highlight that the above recommendations can only be completed through the collaboration of different departments within the Council, the Council and partner agencies, as well as budget realignment to respond to the need.
- 4.64 The Public Safety Team within the Council is responsible for the licensing and regulation of events and venues. Although the team primarily addresses the physical safety of venues that carry out events, event organisers are required to submit a risk assessment detailing the various safety aspects requiring consideration prior to an event being organised. This risk assessment can be amended to include specific questions asking organisers to consider women's safety. For example, CCTV camera coverage; more female security guards; the accessibility and safety of female restrooms; a requirement to prominently display information on the Ask for Angela Scheme, etc. The Public Safety Team can work together with the Equally Safe Edinburgh Committee to identify acceptable standards for event organisers to be required to implement ahead of events.
- 4.65 Given the breadth of the Equally Safe Strategy for Scotland, the Council can work collaboratively between Equally Safe Edinburgh Committee and a range of different committees and subcommittees across the board to deliver outcomes that enhance women's safety in public places. Going forward, Equally Safe Edinburgh Committee will hold regular meetings with Planning and Mobility to offer a gendered perspective on future developments on an ongoing basis.
- 4.66 A consultation regarding the issue of women's safety in Edinburgh is suggested as way in capturing how the city is viewed, allowing an analysis of what issues directly and indirectly impact upon a gendered analysis of feeling safe. Such a consultation would fit with the Equally Safe Edinburgh Committee agenda and ongoing work. This consultation will provide a baseline and indication of the scale of the issue Edinburgh's citizens have with women's safety.
- 4.67 As part of the National Violence Against Women Network, there is potential for a national public consultation on women's feelings of safety throughout different local authorities in Scotland. This was proposed on 29 September 2021 and will be followed up in due course.

- 4.68 A public communication campaign targeted at men's thoughts, actions and behaviours around women's safety will be designed and progressed through the Equally Safe Edinburgh Committee in 2022.
- 4.69 The Equally Safe Edinburgh Committee can further work closely on an ongoing basis with the Council's Communications Team to ensure that regular messages addressing the behaviour of men in public spaces and highlighting how men can help to keep women and girls safe are publicised through the Council's social media channels.

5. Financial impact

- 5.1 Resource is required to hold and advertise the consultation, as well as making it accessible to as wide an audience as possible. This will include costs for translating the consultation in key languages spoken across Edinburgh.
- 5.2 The Equally Safe Edinburgh Committee publicity campaign targeting men's behaviour will be funded through public protection funding – contributed to by City of Edinburgh Council, NHS Lothian, and Police Scotland.
- 5.3 The implementation of additional CCTV cameras, as well as increased patrolling, will carry a cost in terms of acquisition, installation, monitoring, and maintenance of the cameras on an ongoing basis. The implementation of this measure will depend on budget realignment to ensure all relevant costs can be covered, as well as collaborative work between the Council and partner organisations.

6. Stakeholder/Community Impact

- 6.1 An integrated impact assessment will be carried out in developing work around 20-minute neighbourhoods, and direct consultation with citizens will be integral to this work. This work is aligned to the Council's strategic business plan and the [Equality and Diversity Framework 2021-2025](#). Equalities will remain a key focus in the development.
- 6.2 The roll-out of 20-minute neighbourhoods as well as any activity around planning and developing public spaces, needs to respond to the safety needs of citizens, particularly girls and women. To ensure this, the consultation will adhere to the guidelines approved by the [Policy and Sustainability Committee on COVID-19 engagement and consultation approach](#) (20 April 2021)
- 6.3 The development work proposed is required to focus on the various needs of citizens, focusing on a disaggregation of information based on the gender of responders. This will ensure that the council recognises that girls and women are seen as individuals in their own right, and that their safety needs are given priority together with their different travel and transport needs in the particular lifestyles they lead.

7. Background reading/external references

- 7.1. City of Edinburgh Council: [City Plan 2030 – Integrated Impact Assessment Summary Report – January 2020](#).
- 7.2. City of Edinburgh Council: [Edinburgh City Centre Transformation – Proposed Strategy Integrated Impact Assessment](#).
- 7.3. City of Edinburgh Council: [Edinburgh’s Proposal to make a Low Emission Zone’](#) (consultation document)
- 7.4. Keane, C. (1998): Evaluating the Influence of Fear of Crime as an Environmental Mobility Restrictor on Women’s Routine Activities. *Environment and Behaviour*, Vol.30(1), pp.60-74.
- 7.5. Kelly, L. (1987): The Continuum of Sexual Violence. In: Hammer, J. and Maynard, M. (eds): *Women, Violence and Social Control*. Explorations in Sociology (British Sociological Association Conference Volume series). Palgrave Macmillan.
- 7.6. Sustrans: [‘Inclusive City Cycling: Women- Reducing the gender gap’](#).

8. Background reading/external references

- 8.1. None.

9. Appendices

- 9.1 None.