

## Women's Safety Proforma: Stage 1-2 Existing Situation Review

Scheme name:		Site visit date:	
Street description / usage:			
Lead organisation:		Project lead/contact details:	

### Steps 1-2: Review of existing situation

		Step 1	Step 2		
		Is principle present in existing street? (Y / N)	Summary of existing provision	Opportunities for enhancement (noting if in or out of scope for current project)	Any other comments
<b>Principles (refer to Factsheet P9 for further details)</b>					
<b>Layout and legibility</b>	<b>LL1 – Connectivity and permeability</b> - Presence of routes / connections within the area that allow users frequent route choices.				
	<b>LL2 – Crossing Points</b> - Frequent crossing points that are level with the carriageway, on desire lines, and provide multiple opportunities for crossing a street without excessive wait times.				
	<b>LL3 – Legibility of routes</b> - Presence of features that provide route legibility, i.e., natural wayfinding measures, street signs, wayfinding / fingerpost signs				
<b>Usability and comfort</b>	<b>UC1 – Street lighting</b> - Presence of consistent street lighting. Good lighting provides consistent coverage with no dark spots.				
	<b>UC2 – Footways</b> - Consistent clear footway widths (ideally 2m in width) that are maintained in good condition for pedestrian movement and do not have excessive street clutter.				
	<b>UC3 – Seating</b> - Seating / benches are positioned where there is good lighting, natural surveillance, CCTV surveillance (where appropriate) and good visibility, as well as sufficient space for access.				

	<p><b>UC4- Vegetation</b> - Presence of vegetation in the street space. Ideally well maintained, less than 1m in height, and does not create physical barriers to movement or visual barriers around the space.</p>				
	<p><b>UC5 – Public transport stops</b> - Presence of public transport stops with good lighting, glass shelters for visibility, seating, real time information, surveillance, wayfinding and, ideally, promotion of safety apps.</p>				
	<p><b>UC6 – Cycle / scooter parking</b> - Presence of parking that is well lit, accessible and encourages use.</p>				
<b>Eyes on the street</b>	<p><b>ES1 – Street use and activity</b> - Presence of activities on the street which make people feel safer e.g., people waiting at bus stops, other pedestrians (walking), people sitting outside cafes. Presence of a mix of land uses fronting the site that are operational across the day.</p>				
	<p><b>ES2 – Building frontages</b> - Presence of transparent (not privacy) glass frontages at ground level allowing people to see into and out of the building. In the case of new developments, providing a mix of uses to ensure social activity.</p>				
	<p><b>ES3 – Hidden corners</b> - Presence of hidden corners / areas where people could hide e.g., alleyways, underpasses, tunnels, recesses; hiding places created by poor positioning / storage of large items on / along street e.g. commercial bins / containers, parked cars, grit bins.</p>				
	<p><b>ES4 – Walls or barriers</b> - Walls or barriers are kept to a minimum with clear entrances and exits providing users good inter-visibility.</p>				
	<p><b>ES5 – Highway activity</b> - Presence of low speed, low volume vehicular traffic, and/or high levels of cycle traffic, offering passive surveillance and interaction with pedestrians.</p>				

## Women's Safety Proforma: Stage 3-4 Proposed Design Review

Scheme name:		Design review date:	
Street description / usage:			
Lead organisation:		Project lead/contact details:	

### Steps 3-4: Design

		Step 3	Step 4		
		Is principle present in design? (Y / N)	Summary of how women's safety principle is embedded in design	Opportunities for enhancement (noting if in or out of scope for current project)	Any other comments
<b>Principles (refer to Factsheet P9 for further details)</b>					
<b>Layout and legibility</b>	<b>LL1 – Connectivity and permeability</b> - Street layouts include multiple connecting routes to allow route choice .				
	<b>LL2 – Crossing Points</b> - Frequent highway crossing points that are level with the carriageway, on desire lines, and provide multiple opportunities for crossing a highway route without requiring users to wait excessive lengths to cross highway.				
	<b>LL3 – Legibility of routes</b> - Presence of features that provide route legibility, i.e., natural wayfinding measures, street signs, wayfinding or fingerpost signs				
<b>Usability and comfort</b>	<b>UC1 – Street lighting</b> - Presence and quality of street lighting. Good lighting provides consistent coverage with no dark spots.				
	<b>UC2 – Footways</b> - Consistent footway widths (ideally 2m in width) that are maintained in good condition for pedestrian movement and do not have excessive street clutter.				
	<b>UC3 – Seating</b> - Seating / benches are positioned where there is good lighting, natural surveillance, CCTV surveillance and good visibility				

	<p><b>UC4- Vegetation</b> - Presence of vegetation in the street space. Ideally well maintained, less than 1m in height, is not dense and comprises of trees rather than shrubs.</p>				
	<p><b>UC5 – Public transport stops</b> - Presence of public transport stops with good lighting, glass shelters for visibility, seating, real time information, surveillance, wayfinding and promotion of safety apps</p>				
	<p><b>UC6 – Cycle / scooter parking</b> - Presence of parking that is well lit, accessible and encourages use.</p>				
<b>Eyes on the street</b>	<p><b>ES1 – Street use and activity</b> - Presence of activities on the street which make people feel safer e.g., people waiting at bus stops, other pedestrians (walking), people sitting outside cafes. Presence of a mix of land uses fronting the site and a mix of hours that they are operational.</p>				
	<p><b>ES2 – Building frontages</b> - Presence of transparent (not privacy) glass frontages at ground level allowing people to see into and out of the building.</p>				
	<p><b>ES3 – Hidden corners</b> - Presence of hidden corners / areas where people could hide e.g., alleyways, underpasses, tunnels, recesses; hiding places created by poor positioning / storage of large items on / along street e.g. commercial bins / containers, parked cars, grit bins.</p>				
	<p><b>ES4 – Walls or barriers</b> - Presence of walls or barriers along a route that may present</p>				
	<p><b>ES5 – Highway activity</b> - Relevant for traffic reducing schemes. i.e., don't want high speed high usage routes, don't want all traffic removed as impacts the passing surveillance</p>				

