

# **Designing for the Safety and Well-Being of Young Women in Central Wellington**

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# Introduction

Evidence from around the world indicates that women have a greater sense of fear in public spaces than others, especially young women (Fisher & Naser, 1992; Day, 2011). This can also be assumed for young women in Wellington City. Information gathered from the Quality of Life survey in 2014 suggest that young women, in particular, do not feel as safe in the central city when compared to other groups in Wellington. Although 67% of Wellington respondents felt safe in their city centre after dark, females were less likely to feel safe in their city after dark than males. Additionally, those in the youngest age group (18-24 years) were less likely to feel safe in their centre city after dark (Nielsen, 2014). Therefore, it can be assumed that in Wellington, young women are the most likely group to feel unsafe in central Wellington after dark.

which women are able to move around the central city safely and without fear of violence or assault as public spaces play a significant role in community life (Viswanath, 2020). Being able to occupy public space can positively impact on social, mental and physical health and experience shows that when a space is occupied by women and girls, it is also occupied by more people in general (Soraganvi, 2017).

This report outlines common design problems of urban environments that lead to a perceived lack of safety or actual safety as well as reduced well-being and overall sense of belonging for young women in Wellington.

**67% of Wellington respondent felt safe in their city after dark**

**Females less likely to feel safe in city centre after dark**

**Aged 18-24 less likely to feel safe in city centre after dark**

**Young women least likely group to feel safe in Wellington Central after dark**

These studies show that there is a need to identify design problems that have been found to compromise the safety, perception of safety, as well as sense of identity and belonging for young women in Wellington so as to inform the development of working principles to guide the design of public spaces that are safe and welcoming for young women. It is important to create the conditions by

These design issues were used to inform the development of working design principles that can be used to design public urban spaces that are safe and welcoming for young women. Te Aro Park, in Wellington Central has been analysed as a case study with these design issues and principles in mind and recommendations made to improve the feeling of safety for young women in Te Aro Park.



# Design Issues

Key themes that have been identified as causing a feeling of lack of safety, actual safety and sense of place and well-being for young women within designed urban environments are:

- **Improper lighting**
- **Empty/inactive public spaces**
- **Narrow areas with minimal escape routes**
- **Interrupted lines of site**
- **Poor public transport/parking**
- **Lack of designated pedestrian pathways**
- **Lack of care/maintenance/attractiveness**
- **Inactive frontages**
- **Lack of surveillance cameras**

## Improper lighting

One of the main contributors to a reduced sense of safety in urban environments is improper lighting. Improper lighting leads to increased fear due to the reduction in visual range as well as the perception of more hiding places for people to be concealed (Valentine, 1978). Poor lighting can exacerbate other physical urban design factors such as the possibility of places where people can hide, not just in the shadows but behind walls or vegetation and around corners or other blind spots (Rahm, Sternudd, & Johansson, 2020). The major factor of the effect of lighting on crime and safety perception is the extent to which women are able to perform long-range detection of possible threats and make confident facial recognitions of other people on the street (Committee for Sydney, 2019; van Rijswijk & Haans, 2018).

Although the idea of poorly lit spaces has been found to be one of the most common points made by young women on the effect on their perception of safety in an urban areas, studies have shown that the addition of bright lighting to dark urban spaces can actually have the opposite effect in terms of actual safety (Morrow & Hutton, 2000; Boyce, Eklund, Hamilton, & Bruno, 2000).

A Chicago study on whether increased alleyway lighting resulted in fewer alleyway crimes after dark, indicate that, during the study period, there did not appear to be a suppression effect on crime as a result of increased alley lighting. In fact, it appears that with increased lighting came an increase in the number of crimes reported to the Chicago Police Department. However, this may also imply that the increased lighting and visibility resulted in more crimes being reported as opposed to more crimes actually occurring (Morrow & Hutton, 2000).

Additionally, Plan International Australia along with XYX Lab and ARUP lighting researches identified a strong correlation between young women's stories of unsafe spaces in urban environments and lighting. They found that high illuminance, or very bright and over lit spaces, does not correlate with young women's perception of safety (Kalms, 2019).

"The analysis showed that consistent and layered lighting – where there are multiple light sources and where surfaces with different reflective values are taken into consideration – makes women feel most safe. This kind of lighting reduces the 'floodlit effect,' the sharp drop-off of light beyond the path, and the potential for glare and contrast to blind and disorientate (Kalms, 2019; Boyce, Eklund, Hamilton, & Bruno, 2000)."

This is important information, as it is usually assumed that bright lighting makes a place feel safer and reduce the risk of crime.

The data from young women showed that they perceived spaces as less safe when they were lit with cool white light and spaces with warmer colour temperatures felt more safe. Looking into the quality of light, women preferred a high-quality LED light that allowed them to distinguish shapes and colour, increasing the sense of safety (Kalms, 2019; Pena-Garcia, Hurtado, & Aguilar-Luzon, 2015).

Furthermore, an interesting finding on a survey done in Western Australia with 15 year old girls showed that if they felt safe, recreating under the cover of darkness would be an advantage because they felt less self-conscious and therefore more confident to participate in their activities (James & Embrey, 2001). Although most comments were in reference to sporting activities, this is still an interesting factor that can be considered in the lighting levels of urban spaces that influences a young women's sense of identity and belonging in urban environments at night.

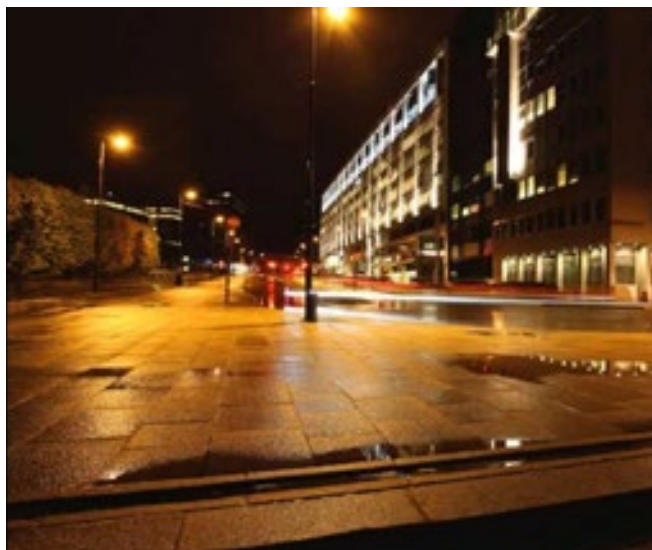
Although the introduction of new street lighting does not appear to reduce actual safety, the overwhelming response from young women all over the world show that proper street lighting is greatly welcomed and provides reassurance for those who would otherwise be fearful in their use of public urban environments at night.

**"It's just very dark and not well lit in this area, makes me feel unsafe."**

(Late night, Female, Age 22, Committee of Sydney Report)

## Empty/inactive public space

Empty and inactive public spaces have a reduced feeling of safety due to the lack of people around. Lack of variety of businesses and activities in urban spaces leads to less diversity of use and therefore reduced passive surveillance effecting the overall perception of safety (UN-Habitat, 2012). Reduced passive surveillance leads to a heightened sense of fear as empty spaces give off the perception that attacks could occur with minimal to no witnesses about (Committee for Sydney, 2019). Additionally, surrounding buildings that don't provide natural surveillance of the street can also lead to lack of safety or perceived lack of safety (Healthy Spaces & Places, 2009).



## Narrow areas with minimal escape routes

Another key theme that has been identified as having a negative effect on young women's perception of safety in urban environments is narrow areas and spaces that have minimal escape routes. Narrow pathways between buildings or other infrastructure have a low potential for escape which leads to a lack of perception of safety for young women moving around urban environments (Day, 2011; Valentine, 1978). Physical features of an environment such as alleyways, impose a physical barrier to escape in case of an emergency, leading to a feeling of entrapment (Rahm, Sternudd, & Johansson, 2020; van Rijswijk & Haans, 2018). According to a study by van Rijswijk and Haans, the extent to which the environment offers opportunities to escape, in case of an emergency, had the largest effect on participants perception of environmental safety during night-time (van Rijswijk & Haans, 2018).

## Interrupted lines of sight

The extent to which the physical features of an environment allow an unobstructed field of view over the environment has an effect on women's perception of safety (van Rijswijk & Haans, 2018). These lines of sight could be interrupted by a variety of objects such as buildings, trees and signage as well as design issues such as corners, blind stops, inset entrances to alleyway and buildings (Wellington City Council; New Zealand Police, 2020; Valentine, 1978). Environments that offer a good overview to an observer were found to significantly improve perceived environmental safety (van Rijswijk & Haans, 2018).

**“Narrow and dark. I don't know, I feel mostly unsafe. If it's late in the evening, 11 or midnight, I'm not so interested in walking here.”**

(Rahm, Sternudd, & Johansson, 2020)

## Poor public transport hubs

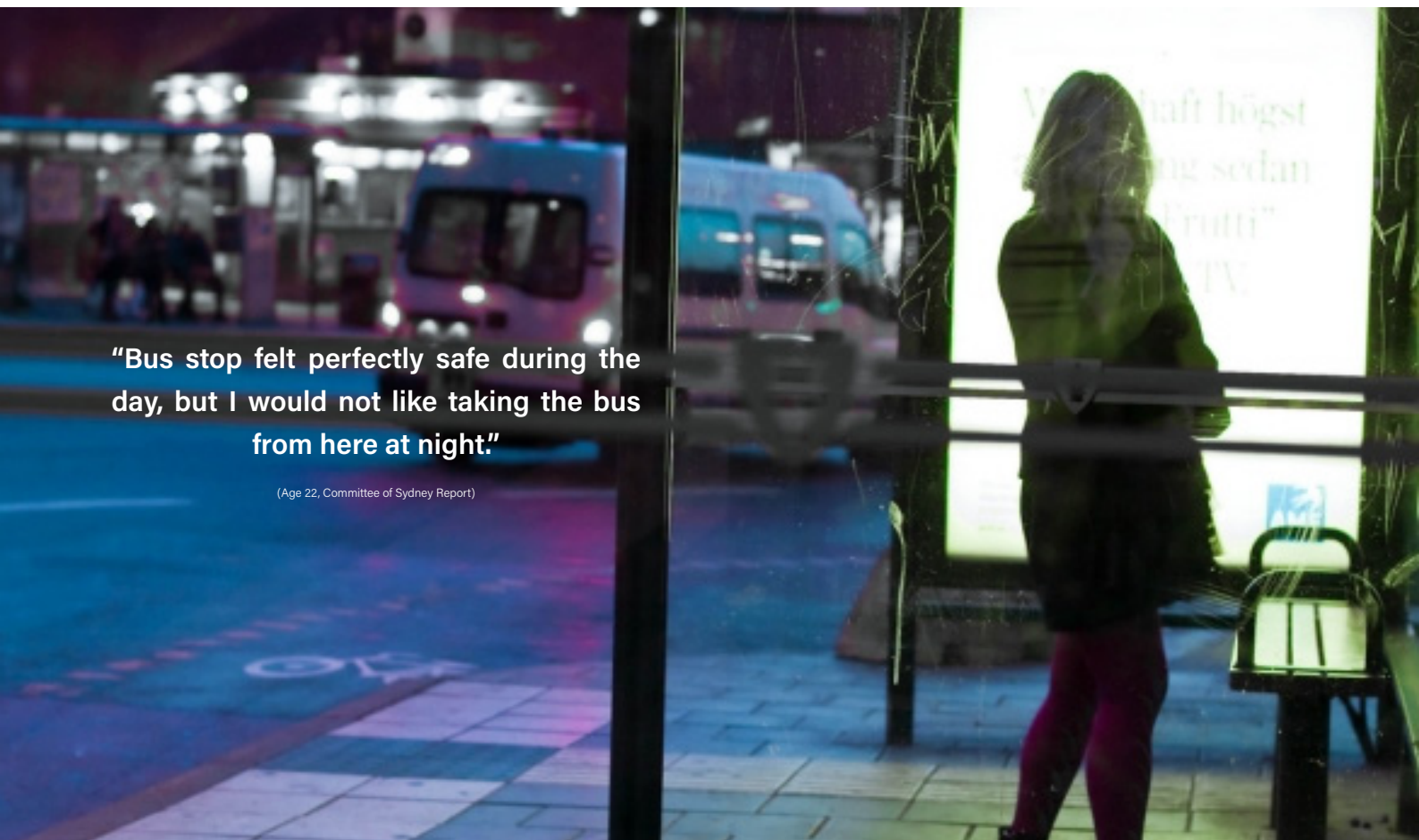
Waiting for transport place women in a vulnerable position as bus stops generally sit within the streetscape which can mean they are in dark, unsafe spaces (Committee for Sydney, 2019). There are often no formal crossings around areas where there are bus stops causing conflict between pedestrians and vehicles leading to a lack of safety (McInnes, 2017). Additionally, the frequency of public transport decreases at night time compared to the day which increases wait times and therefore also the potential for women to be harassed (Cosgrave, 2018; Committee for Sydney, 2019). According to the Wellington Quality of Life Survey in 2014, those aged 18-24 were less likely to rate public transport as safe compared to other age groups. This age group are also most likely to rate public transport as unreliable (Nielsen, 2014). This indicates that younger people in the Wellington city feel unsafe on public transport which could be a result of the crowding that occurs on them as well as bus stop locations and the wait time, especially when the service is unreliable. As well as inadequate public transport, those who drive and park in the central city often feel unsafe walking back to their vehicle in the dark as parking areas are often further away and are not always well-lit (Newcastle City Council, 2015).

## Lack of designated pedestrian pathways

The lack of designated safe pedestrian pathways has been identified as have a reduced perception of safety for young women. Limited designated pathways for walking lead young women to feel less comfortable walking in the central city as there are the risk of unwanted vehicle interaction as well as the pathways being inadequately lit, not well signposted and having hidden corners and blind spots. Pavements can be slippery and dangerous when wet if paving is not well suited to the environment (Wellington City Council; New Zealand Police, 2020; Sowash & Hastings, 2015). Lack of foot path lighting and car traffic through pedestrian areas reduces the safety of these urban spaces (Newcastle City Council, 2015).

**“Never felt safe walking in this area, even if I am not alone. The lighting is terrible and the design of the walkways leaves a lot of spots hidden from view”**

(Female, Age 19, Committee of Sydney Report)



**“Bus stop felt perfectly safe during the day, but I would not like taking the bus from here at night.”**

(Age 22, Committee of Sydney Report)

## Lack of care/maintenance/ attractiveness

Areas that show a lack of care and maintenance suggest incivility and antisocial behaviour leading to the perception of lack of safety, whereas signs of care such as clean, vandalism-free urban areas suggest the opposite (Day, 2011; Pain, 1991; Valentine, 1978). Overgrown planting can narrow pathways and restrict lines of site within an urban environment increasing places of concealment and reduced feelings of safety (Rahm, Sternudd, & Johansson, 2020; Wellington City Council; New Zealand Police, 2020; Day, 2011). Additionally, run down urban environments have been identified as lacking a feel of community which often results in a lack of sense of place for women (Committee for Sydney, 2019; Nielsen, 2014). The quality and appearance of public toilets in urban environments can also have an impact on the perception of safety. Unattractive, poorly designed public toilets can encourage antisocial behaviour around these points leading to a lack of safety for young women wanting to use these spaces (Wellington City Council; New Zealand Police, 2020).



**“The footpaths need to be safe from trip hazards, low tree branches, rubbish ect.”**

(Female, Age 43, Committee of Sydney Report)

## Inactive frontages

Inactive street frontages have been found to compromise the safety of young women in central cities due to the alienating factor that can often act as an invitation for anti-social people to gather (Committee for Sydney, 2019). They also offer no passive surveillance or the perception of passive surveillance creating a dark pathway that feels unsafe and unwelcoming with no way to escape unwanted attention (Brown, 2015; Committee for Sydney, 2019).

**“Lots of shops and restaurants trading late at night give me a sense of security to know there can be people to help me in sticky situations”**

(Female, Age 25, Committee of Sydney Report)

## Lack of surveillance cameras

Lack of surveillance cameras in urban environments has been identified as leading to a lack of perceived safety for women. The sufficient use of surveillance cameras in urban environments can deter antisocial behaviour and increase the sense of safety a young women feels (Newcastle City Council, 2015; Committee for Sydney, 2019). However, too many cameras can also lead to a lack of feeling of safety as this indicates that there is a need for this extra security suggesting an unsafe environment as well as effecting the level of privacy one feels and their overall sense of well-being in the space. Cameras should complement other design initiatives to be effective as the evidence shows that the benefits of installation of surveillance cameras fade over time (Isnard, 2001).

**“As long as it does not EVER take the place of people on streets and is used properly.”**

(Newcastle After Dark Survey)

# Design Principles

Our City Tomorrow engagements indicate a clear view that Wellington residents want a compact, people-centred city in the future with a high level of social well-being. Therefore, public urban spaces are going to become more important than ever.

To ensure our city is more connected and community focused, it is important to develop working principles to shape public urban spaces in ways that are safe and welcoming for young women. Women experience and perceive public spaces in ways that are unique and specific to their lived experience so it is vital their voices and expertise must be front and centre in every stage of planning in order to create safe and inclusive public spaces for all (Women's Health East, 2020). Being able to occupy public space can positively impact on social, mental and physical health and experience shows that when a space is occupied by women and girls, it is also occupied by more people in general (Michelle C. Kondo, 2018; Soraganvi, 2017).

Through identifying issues of designed urban environments that influence the perception of safety and well-being of young women around the world, working design principles have been defined to plan and assess public urban spaces in central Wellington. These principles are structured within the Our City Tomorrow goals because they are integral to developing a city that is compact, inclusive, connected, resilient, vibrant and prosperous.



## **1. Compact**

**1.1** As we densify our city, public outdoor space will become more important to maintaining higher levels of health and well-being in our cities, therefore public outdoor spaces must be safe and accessible to all

**1.2** The more women use a public space the more likely other users will too. Therefore, it is important we focus on designing public spaces that are safe and welcoming for women

## **2. Inclusive**

**2.1** Listen to women's voices and work with women in the design of public spaces that are safe and inclusive

**2.2** Develop a visual identity of the public space that is inclusive and welcoming for all women

### **2.2.1**

**Ensure signage and art within public urban spaces are gender inclusive and don't privilege any group. Gender inequitable displays can contribute to a public space that feels comfortable for women to inhabit**

### **2.2.2**

**Ensure there are a range of businesses in an area that are inviting and interesting for women**

## **2.3 Sufficient public toilets that are clean, secure and accessible with adequate lighting and changing facilities**

### **2.3.1**

**Locate public toilets in areas of high activity rather than isolated spaces and ensure entrances are accessible and visible**

### **2.3.2**

**Use hardwearing and easy to clean materials that are well maintained to deter vandalism increasing perception of safety**

### **2.3.3**

**Consider the use of curves to reduce dark shadows being created making the space more inviting**

### **2.3.4**

**Provide natural ventilation and lighting in a way that no views are let in**

### **2.3.5**

**Interior lighting should always be provided during opening hours when natural lighting is not available. Warm, white lighting is more inviting and preferred**

### **2.3.6**

**Exterior lighting should illuminate public toilets when natural lighting is not available, highlighting entry and exit points. Warm, white lighting is more inviting and preferred**

### **2.3.7**

**Use inclusive signage that allows use for all types of people without discrimination as well as clear wayfinding signage indicating location of public toilets in urban spaces**

### **2.3.8**

**All toilets should provide facilities and space for pushchairs, baby changing and wheelchairs as women are often carers for young children and the elderly**

**2.3.9 Position public seating far enough away from public toilets to discourage antisocial behaviour around the toilet block**

## **3. Connected**

**3.1 Provide strong designated connections that create clear movement pathways to, from and across public spaces through active streets**

**3.1.1**

**Provide enough connections to minimise movement distances but avoid overprovision as it will defuse activity creating spaces which are poorly used for movement**

**3.1.2**

**Arrange through-paths across public space on the same level as the surrounding pedestrian network**

**3.1.3**

**Locate public space entrances on or in-line with existing pedestrian routes**

**3.1.4**

**Provide clear, legible, and universal signage to make wayfinding easy**

**3.2 Create balanced relationships between different modes of movement avoiding isolated pathways and grade separation. If more people are encouraged to walk, surveillance is increased**

**3.3 Connect to transport links and provide easily observed, welcoming bus stops that are safe to wait in**

**3.3.1**

**Provide access routes to bus stops which are direct and maximise surveillance and visibility**

**3.3.2**

**Locate waiting areas at active places with extended opening hours to maximise passive surveillance**

**3.3.3**

**Bus stops should be clearly visible from the street and adjacent buildings and provide clear views of bus arrivals and departures**

**3.3.4**

**Provide adequate lighting so that people waiting can see objects 15m away during night-time. Warm, white light is preferred**

**3.4 Ensure there are frequent accessible escape routes from all public spaces and that there are no areas of possible entrapment**

**3.5 Establish and preserve well-defined lines of sight by considering the placement of trees, signage, and other infrastructure. All designs must consider scenarios where planting will be fully mature to ensure that sight lines are conserved in the future**

**3.7 Face public spaces towards at least one active frontage to provide passive surveillance**

**3.6 Provide consistent and layered lighting in areas that are designed to be used at night or when natural light is not present**

**3.6.1**

**Bulb strength should be no greater than 120 watts as not to produce harsh shadows or glare and that allow for recognition and identification of faces 15m away**

**3.6.2**

**Warm, white light feels the most welcoming and safe compared to cool, white light**

**3.6.3**

**Consider how the light reacts with materials of different reflective values in the space**

## **4. Greener**

**4.1** Public spaces that are green have a positive effect on people's health and well-being, so it is important young women have access to green public spaces

**4.2** Provide trees and vegetation that create attractive and healthy spaces. Trees should be pruned to have no foliage below 2.5 metres in height. Large scrubs should not be planted within 2 metres of pathways as they provide hiding places

## **5. Resilient**

**5.1** Dynamic, attractive spaces that attract a broad range of users contribute to the liveability of a space and encourages community ownership and long-lasting use in an evolving city

**5.2** Hardwearing, high quality materials and finishes that are well-suited to the environment and are maintained regularly so they are functional and safe for all users

**5.3** Native plants, flowers and trees add to the aesthetic and greening of urban space while reducing the amount of water used to maintain grass as an alternative. All planting must be trimmed regularly as overgrown planting can narrow areas and provide hiding places while showing a lack of care

## **6. Vibrant & Prosperous**

**6.1** Spaces should enable a diverse range of activities for a diverse range of users including young women during the day and night. The more women use a public space, the more likely other are to use it too

**6.2** Areas that don't offer segregated spaces and rather have different types of activities at the same time giving everyone access to the space making it vibrant

**6.3** Reduce the dominance of cars on streets giving more space to pedestrians and bikes, activating the area

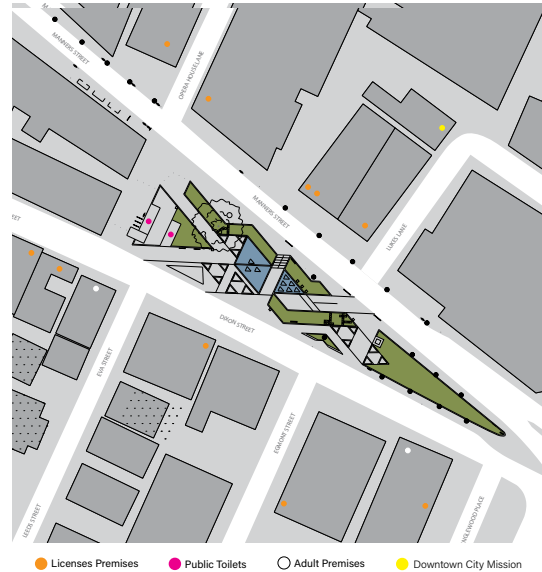
# Case Study

Te Aro Park in central Wellington was analysed against these design principles to identify issues within the park that contribute to a lack of safety for young women.

Te Aro Park is a triangular shaped inner city park that sits like an island between Manners and Dixons streets. The overall shape of the park represents a waka integrating a tall prow structure at the eastern end. The rest of the park consists of green space, two water features and bench seating. On the western side, there are two toilet blocks facing each other and a large pohutukawa tree. It lies to the west of Courtenay Place and sits within a highly pedestrianised area between Courtenay Place and Cuba Street.



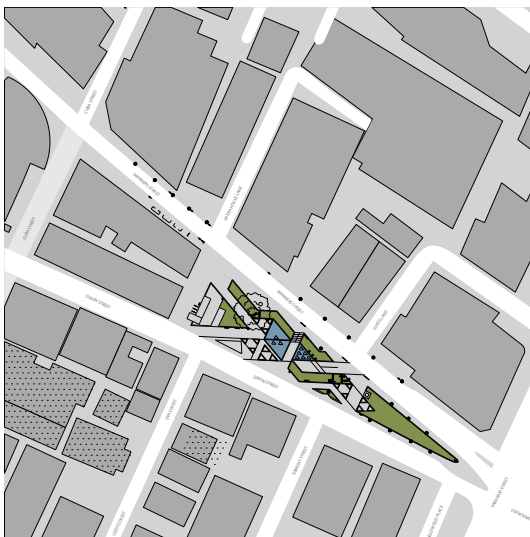
## Inclusive



The businesses in the surrounding buildings include a mix of retail, food and hospitality businesses. There are several licensed premises including two adult premises within 50m of the park and an alcohol store. Downtown City Mission is also located nearby in Luke's Lane. The area lacks local welcoming cafes and restaurants that appeal to young women. Additionally, the displays on the adult premises contribute to the area feeling unwelcoming for women.

The public toilets are bulky and block major site lines. Their entrances are not very visible and located off the main pedestrian route. Not all bathrooms are fully accessible and lighting is poor.

## Compact



Te Aro Park is an important public outdoor space in Central Wellington. Currently it is mainly used as a pedestrian thoroughfare, place for workers to eat lunch and by members of the street community to sit and socialise. It doesn't attract a broad range of people, especially young women.

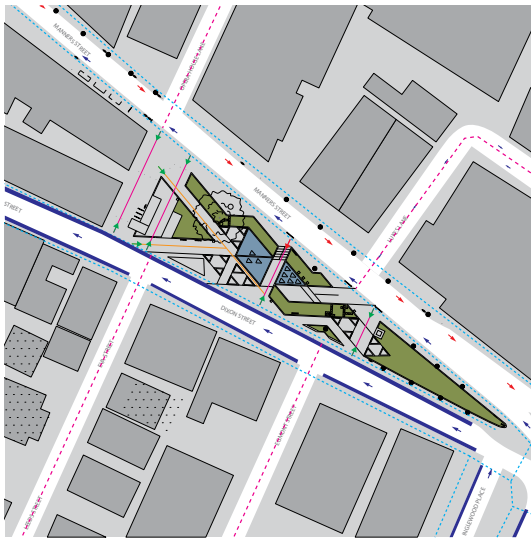
## Vibrant & Prosperous

Te Aro Park offers seating, toilets, and water features. The triangular benches are the only seating and are not overly welcoming for women as they don't have backrests and the dark granite can get very hot in the sun. Only a few of the toilets remain open 24 hours reducing the number of toilets available for women during the night. The only area with shelter is underneath the large Pohutukawa tree, there is minimal seating beneath this tree and the positioning is not very open causing a perception of lack of safety.

The park offers places to sit and areas to walk through, but other than that it doesn't encourage much interaction. Although it is a site of Maori significance there is little opportunity to learn and acknowledge this significance.

Dixon Street is a one-way road and is lined by car parks separating it from the pedestrian pavement. There are no crossing or raised areas resulting in a vehicle dominated area. Similarly, Manners Street also doesn't have any crossings or raised areas and is a main route for buses running in both directions. There are no bike paths on either of these streets.

## Connected



There are four direct north-south pathways through Te Aro Park. One of these is not accessible as it has steps, one is the path between the Oaks building and the toilet block so not directly within the park. Another is between the two toilet blocks. There are also informal routes that people cross the park from north-south, these routes are not paved pathways, although some pavers have been added into the grass areas to assist with walking though these routes. There are two diagonal pathways that enter the park from Dixon and Manners streets at the west of the park. However these are not direct routes across the park.

Entrances to Te Aro park are off the pedestrian pavements that run along Manners and Dixon streets. However, the pathways through the site don't align with the surrounding pedestrian laneways (Eva + Leeds, Egmont and Luke's Lanes), Opera House Lane does align with the pathway between the Oaks building and the toilet block. Additionally, there are no pedestrian crossing to the park making access from Manners and Dixon Streets difficult and unsafe. There is a kerb separating the road from the pavement.

There are no signs within Te Aro Park indicating public toilet location. Nor are there any other Wellington wayfinding or informative signs.

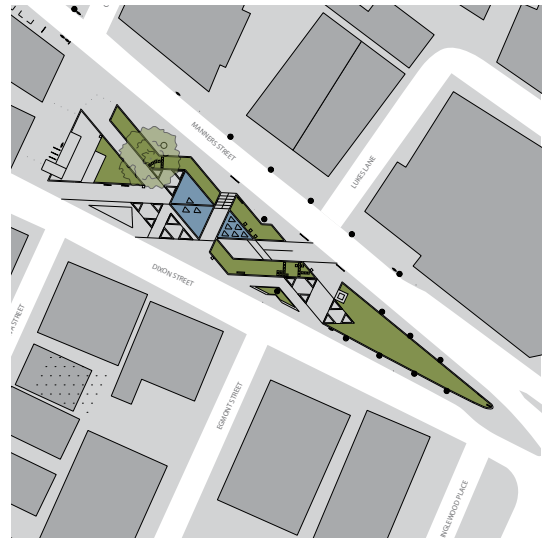
Te Aro Park has multiple areas of entrapment or enclosure. These are caused by dead ends, placement of triangular seating elements, the toilet blocks, poster bollard and level changes within the park make these areas inaccessible to escape. Additionally, the Manners Street bus shelters create an area of entrapment between themselves and The Oaks building.

The placement of the illuminated billboard sign near the bus shelters on Manners Street blocks site lines through to Te Aro Park from Manners street and vis versa. Cars parked along Dixon Street interrupt sight lines from surrounding network in and out of Te Aro Park. The large Pohutukawa tree blocks site lines with its large trunks, although branches have been trimmed so they don't hang lower than 2.5m. The large bulk of the public toilets block site lines across the site as well as blocking the view of toilet entrances as they face inwards towards each other.

The path is consistently used as a thoroughfare, especially during night-time. However, there is no pathway lighting that illuminates these paths to make them more defined and increase flow making them safer for people to use.

Te Aro park is faced by three active frontages. However, these frontages are mainly only active during the daytime and there are roads between two of these three frontages and the park.

## Greener



A large proportion of Te Aro Park consists of grassed areas. There is a large Pohutukawa tree on the western side and nine Cabbage trees located on the edges of the on the eastern half of the park. There is no other planting.

The pohutukawa tree blocks site lines due to its size although branches are trimmed to above 2.5metres. It provides shade and shelter, mainly utilised by the street community.

## Resilient

Currently Te Aro park is mainly used by pedestrians passing through, workers eating lunch and members of the street community. Outside of these uses the park is not widely used and occupation does not increase in the weekend indicating the park is not a destination park. It doesn't offer multiple uses so therefore is not dynamic. The design is quite dated and the lack of informative signage and knowledge of Maori significance of the park doesn't encourage community ownership.

The main material in Te Aro Park are handmade ceramic tiles. These pave areas of the ground, line the water features, edge the different areas and seating and cover the prow of the design. Other then tiles there are large areas of grass, concrete, and granite on the triangular seating. All trees on the site are native. There is a large Pohutukawa Tree near the toilet block and nine Cabbage Trees. The large Pohutukawa block site lines due to its size and creates sheltered areas beneath it which attracts antisocial behaviour. Around 50% of the park is grass which requires a lot of maintenance to keep a nice appearance, there are often dried patches.



# Recommendations

From this research and analysis of Te Aro Park, my recommendations for increasing the feeling of safety and well-being of young women in this area are;

- removing the toilets from where they are located at the moment as they are secluded and the entrances are not on major pedestrian routes. They could be better placed along the side of the park with the entrances facing the pavements on Dixon and Manners street as this is where a high proportion of pedestrian flow exists during most hours of the day.

- the toilets, large tree and businesses in The Oaks building that face onto the park are all in one area causing congestion and reduced site lines. Relocation of toilets would reduce this congestion and allow these businesses to face out onto the park increasing passive surveillance

- toilet bulk should be decreased to reduce number of site lines blocked

- redesign toilets to have natural light and ventilation while maintaining privacy

- ensure all toilets are accessible with changing facilities and sanitary bins, soap, hooks

- align pathways through the park with surrounding laneways

- add pedestrian crossings to connect people to Te Aro Park

- add informative and interesting signage highlighting the significance of the site which could increase community ownership and sense of belonging and place

- remove or reduce parking along Dixon Street to increase visibility in and out of Te Aro Park and make the area more pedestrian friendly

- add soft, warm, consistent lighting underneath triangular seating and along paths

- consider adding native planting and flowers to some grass areas to discourage antisocial people to gather here and to increase the attractiveness of the park making it more welcoming

# Benefit Analysis Table

Area	Benefit	Linkages	Option 1: (Do nothing) Current
Transport	3.1 Active and direct pedestrian routes with increased passive surveillance	Our City Tomorrow - Connected goal	Pathway through Te Aro Park do not align with existing pedestrian network laneways such as Eva Street, Egmont Street and Lukes Lane. Of the four 4 north-south pathways, one has steps and two run between structures. As a result of these pathways not aligning well, people use informal routes through the park across the grass, this decreases passive surveillance.
	3.2 Increased public surveillance and safer streets	Our City Tomorrow - Connected goal	Te Aro Park is an island between Manners and Dixon Streets. These streets are vehicle dominated and have no safe crossings directly to the park. Car parks along Dixon Street also increase segregation between pedestrians and vehicles decreasing passive surveillance
	3.3 Increased use of public transport by women	Our City Tomorrow - Connected goal	Women feel unsafe waiting for public transport due to antisocial behaviour the occurs between the bus shelter and The Oaks building. Additionally, poor lighting and location of glaring billboard to the east side of the shelter decreases short and long range visibility.
	6.3 More pedestrian friendly streets increasing passive surveillance	Our City Tomorrow - Vibrant & Prosperous goal	Streets are not pedestrian friendly as there is grade separation between the road and pavement and parking along both sides of Manners Street. There are no crossings across either Dixon or Manners Street to directly access the park.
Health and environment	1.1 Public spaces are safe and accessible to all increasing city well-being	Our City Tomorrow - Compact goal	Not all entrances and routes within Te Aro park are accessible to all, there are steps, narrow areas and slippery tiles which restrict movement through.
	2.3 Access to clean, safe and accessible public toilets	Our City Tomorrow - Inclusive goal	The public toilets are not all accessible and the entrances do not facing existing active routes. Lighting is poor and the space between the toilet blocks create an entrapment area.
	3.4 Increased perception of safety	Our City Tomorrow - Connected goal	Low perception of safety within and around Te Aro Park
	3.5 Increased long-range visibility to enable detection of threats and aid in passive surveillance	Our City Tomorrow - Connected goal	Poor visibility from Dixon Street through to Te Aro Park and vis versa due to blocked site lines. Cars parked along Dixon Street restrict sight lines. The toilet blocks and large Pohutukawa tree also interfere with sight lines decreasing ability to detect threats and decreased passive surveillance.
	3.6 Improved perception of safety and increased activity which will improve passive surveillance	Our City Tomorrow - Connected goal	Inadequate lighting through Te Aro Park especially as it is a heavy pedestrian route during nighttime.
	3.7 Increased perception of passive surveillance	Our City Tomorrow - Connected goal	Surrounding frontages are active however, this activation decreases at night due to the nature of the businesses. The location of the streets between businesses and Te Aro Park decreases effectiveness of active frontages on passive surveillance of the Park.
	4.1 Positive impact of green space on health and well-being	Our City Tomorrow - Greener goal	Large amount of grass, minimal trees and no other planting. Great green space as there are little other green spaces in the area.
	5.3 Improved environmental sustainability and public well-being	Our City Tomorrow - Resilient goal	Large amount of grass which requires a lot of water and energy to maintain to a high level. Trees are Native, but there is no other native planting
Culture and heritage	1.2 Increased use of public urban spaces by a diverse group of people	Our City Tomorrow - Compact goal	Te Aro Park is mainly used by pedestrians passing through, workers eating lunch and members of the street community. There is not a diverse use of the space during most hours of the day and night
	2.1 Gender inclusive urban design	Our City Tomorrow - Inclusive goal	The needs to women have not been considered greatly in the design and facilities or the public toilets. Nor is the park overly welcoming to all genders.
	2.2 Increased gender equality through subconscious exposure to positive displays	Our City Tomorrow - Inclusive goal	Location of two adult premises within 50m of the park display sexist images creating an unwelcoming feeling for young women
Culture and heritage	4.2 Attractive spaces that people want to use	Our City Tomorrow - Greener goal	Te Aro park's unattractive design doesn't encourage users
	5.1 Improved sense of place and longevity	Our City Tomorrow - Resilient goal	Although there is great Maori Significance within the park, this is not obviously indicated. Therefore sense of place is poor
	5.2 High quality spaces that are long lasting	Our City Tomorrow - Resilient goal	Run down design, often unclean toilets and spaces and grass doesn't always look healthy and maintained
	6.1 Space used by a more diverse range of people during more hours of the day and night	Our City Tomorrow - Vibrant & Prosperous goal	Te Aro Park is mainly used by pedestrians passing through, workers eating lunch and members of the street community. There is not a diverse use of the space during most hours of the day and night
	6.2 Increased use of space making it vibrant	Our City Tomorrow - Vibrant & Prosperous goal	Te Aro park lacks vibrancy and use

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