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Београд

УДК 395-055.2:351.78
Оригиналан научни рад
Примљен: 22.12.2014
Одобрен: 18.01.2015

THE FEMINIST VIEW OF THE URBAN SAFETY

The Impact of the Women's Studies and Movements

Summary: Focusing on the topic of urban safety, as one of the basic qualities of urban life, inevitably leads to further researches of how the women feel in the urban environments, and also in what manner the feminist sciences and movements exerted their influence upon the development of relevant theory and practice. Making a significant part of the population, women, particularly in the cities, enforced their right to freedom and space, in the sense of their mobility, education, work and leisure time, however, they still feel exposed, excluded or endangered when certain urban spaces are concerned. It was much earlier than the profession became interested in issue of urban safety, that the feminist studies pointed out to it and initiated certain actions that later on have been accepted and supported on a wider scale. This paper combines multidisciplinary knowledge, deals with the topic of personal feeling of safety, the importance of the public spaces in the urban environments, the manner of their use, fear and other negative consequences, and particularly focuses on the conclusions being the results of the researches within the female gender urban population. Finally, some basic recommendations have been provided, in the form of preventive measures, for increase of safety in public urban spaces, which might contribute to its adequate and more frequent use.

Key words: women, gender, feminism, urban safety, fear, public spaces

What Gender is the Place?

The feeling of insecurity in the public urban spaces has two dimensions, the objective and the subjective ones. The objective dimension has been supported by the real events in space, and the subjective one is the object of personal feelings of the citizens, based equally both on the objective dimension and on the individual level of acceptance and coping with the reality, weakness or courage, namely, on the ability to resist and stand up against the violence in the environment. In what way an individual will react depends on the development of his/her feelings, which to a certain extent have been predetermined by his/her social status. It is not easy to esta-

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blish a clear relation between the real cases of violence and the personal feeling of safety, since the risk and fear might be justified or not, caused or imagined, however, regardless their origin or justification, they make the individual or the community change their habits and manner of public urban spaces uses. Even conducting the surveys in order to research this phenomenon will not provide the real results, but it can indicate to some general fears of the citizens. It has been noticed that the male respondents "admitted" fear less willingly in comparison to violence since they consider it their own weakness, whereas the female respondents had by far greater perception of risky situations in space, and even exaggerated in some cases (Thomé, Torrente, 2003). The last decade of the twentieth century brought about some novelties in the sense of studying the differences born by gender (Heidensohn and Gelsthrpoe, 2007), racial (Phillips and Bowling, 2007) or sexual distinctions or orientations and their impact upon the city. The feminist groups accused the city for being „macho” orientated, the ethnic communities experienced it as „the city of the Caucasians or Whites”, and the homosexuals as „the city of the heterosexuals”. Also, some other minorities could describe the city as being „Christian”, „European” or „the city for the young”, making an allusion to its majority population or orientation, i.e. to its exclusion and inadaptability to the environment (García Vázquez, 2004). However, regardless the serious themes, such as nationality, sexuality, religious orientation or age, the topic of the gender or sex possesses a powerful and incontestable argument for being given the place it deserves: on the average women make 50% of the population and have a longer life span, and according to the official data as well as to the perception formed on the basis of personal feeling of safety, they are exposed to urban violence the most (Morrell, 1998). It is evident that this topic has been ignored for quite long time by urban theory, history and practice. However, in the meantime, from treatment of the city as neutral or asexual one, it has been arrived to the postulate that „a sexless space is a sexist space” (García Vázquez, 2004). From the historical viewpoint, a woman has been treated as an emotional and irrational being, she has first been identified with the house, while a man, as a rational being, has been identified with the city, and thereby with the public space as well. The time has come to depart from the obsolete Freud’s model since the women have become an active part of the society. The modern urban illness, the anxiety disorder, of the fear of space, agoraphobia¹, has for instance been registered in the USA in 85% in women, and the data show that in this country every ten minutes there occurs an assault on a woman (García Vázquez, 2004). By that fact the urban design also has to be universal, adapted to the needs and requirements of women (García Vázquez, 2004). According to the authoress Jane Darke (Darke, 1998), the city affects the women in three manners, out of which two negative and a positive one:

¹ Agoraphobia has primarily been defined as the fear of open space, while presently that term comprises a set of fears in respect to the public spaces and a large crowd of people, accompanied with a fear that at such space after suddenly becoming disabled one would not be able to escape or ask for help. Agoraphobia makes 60% of all phobias detected by clinical examinations. It is more frequent in women, and it develops in adolescence or in early adulthood (definition given by Stetoskop, <http://www.stetoskop.info>).

1. As private space in which ownership has been established and it is mostly dominated by men.
2. As division into spaces with certain uses, i.e. the zones determining mobility, activities and roles, often not favorably inclined towards women.
3. As a set of diverse identities, a liberating factor, the place where there is always something happening, the possibility of meeting other people having same needs and interest.

Personal feeling of urban safety from the viewpoint of women

Almost thirty-years'-long researches indicate to the conclusion that there exists a complex and dependant link between violence, the fear caused, personal feeling of insecurity and change of behavior of the subjects in space (Whitzman, 2008). From the viewpoint of the individuals or the community, there comes to fear for personal safety and security of the family members, mobility becomes decreased, the wish of leaving the space perceived as safe (usually house/apartment, the immediate neighborhood, part of the city) vanishes. By employing the strategy of limitation of own mobility and stay in certain public spaces the opportunities for better education, employment or use of leisure time become minimized, the confidence in community, neighbors or institutions is lost, and all that together may result in depressive conditions and constant discontent. Public urban spaces become abandoned, avoided, left to themselves and fully occupied by negative and undesirable functions, activities or users and in that respect fully inadequate for their fundamental use: as public good and interest (Danilović Hrsitić, 2012) to serve equally to general satisfaction. For that reason, the fear of violence as well is brought into direct connection with the public spaces phenomenon. On the other part, from the economic viewpoint, the spaces that have lost their users also lose their economic power since the turnover in them becomes drastically reduced, whereas it opens the space for intensive development of private companies for security of people and property, for those who can afford it, and life „moves over” to some other, more attractive locations, possessing special regime of protection and isolation. From the global viewpoint, there comes to minimizing the fundamental human right to freedom and free mobility as well as to greater intolerance towards visible minorities, foreigners, the homeless, etc (Schneider, Kitchen, 2007). Some authors, such as for instance Lefebvre and Fenster (Whitzman, 2008), believe that the notion „the right to the city,, does not comprise only the feeling of comfort or being welcome in the public urban space, but has a significant impact upon the physical structure and social relations created in the urban environment. The loss of this right leads to the lack of the possibility of free mobility, some form of „house arrest”, which represents a gross infringement of human rights and fully equals the violence in the streets. One of the important facts that should not be neglected is that fear of certain urban zones and spaces, is not the fear of the physical structure itself, but of the people and their behavior. It has been perceived that the spaces causing fear are not always the spaces in which incidents occur, but the chances of their becoming so are rather great (Gensch and Zimmer, 1980). Spotlighting such zones and identifying the prevention

measures or improvement of the condition certainly are desirable, however it may also result in discourse as well. Not rare are the examples where for the insufficient safety in certain urban zones the responsible local government authorities have been publicly warned, and the eager politicians applied only those measures which seemed most appropriate and most effective to them: video surveillance, police enforcement patrolling at all times, removing the benches in order to avoid gathering of „unwanted” space users and similar. The effects have proved to be equally poor, such spaces are still experienced as insecure, their image has in no way changed, whatsoever, their non-safety has been put in the limelight, there has come to social exclusion of certain social groups, and the spaces have still been abandoned and alienated, the social environment concept has been lost - the use in different ways, spending leisure time, socializing, amusement and mixed use developments, and the sense of collective responsibility of the community has slowly been diminishing (Danilović Hristić, 2013).

The women have been singled out from the total category of the vulnerable population since they are vitally and work wise active category, and at the same time easily vulnerable, still restrained by certain social and religious norms, traditional division of the jobs and obligations and often economically subordinated. They have different patterns of behavior and mobility in space than men do, more often using the means of public transportation, taking children to the park, going shopping for provisions, and more mobile in the neighborhood of their dwelling place (Danilović Hristić, 2006). Exclusion of women from urban spaces is not carried out only according to the principle of prohibition, but also according to a very powerful feeling that in some environments they are not well accepted, i.e. that they do not feel comfortable and safe, particularly so if additionally they belong to an ethnic minority or are of gay orientation². That this is not solely the problem of the contemporary society has been proved by history. In the ancient Greece, which had laid the foundations of democracy, public places were dominated by men, and the very form of such spaces was by far much richly pronounced than the modest dwelling units (Morrell, 1998). It is quite certain that the modern city contributed to emancipation and liberation of women, providing them with wider space to satisfy their needs and express their creativity and energy. However, some „legal barriers” even nowadays place the women in a discriminatory³ position, which can be characterized as preju-

² Sexual orientation or commitment is the term related to the identity of an individual and emotional sexual relation between the individual. Sexual minorities are made of the persons of the same-sex orientation, as well as the hetero persons, or of heterosexual orientation. The term gay, which is the least colored with negative attitude towards the individuals of different sexual orientation, is mostly used.

³ Discriminatory treatment, according to the most part of the legislative, denotes any unjustifiable distinction or unequal treatment, namely failure (exclusion, limitation or granting the priority), in respect to the individuals or groups as well as the members of their families, or the persons closely related to them, in an open or concealed manner, and which is based on the race, tan, ancestors, citizenship, national affiliation or ethnic origin, language, religious or political beliefs, sex, birth identity, sexual orientation, financial standing, birth, genetic properties, health condition, disability, marital and family status, history of being convicted, age, appearance, membership in political, trade union and other organizations and other real, namely presumed personal characteristics.

dice and sexism⁴ (Savić, 2004), and which determines their place in society and space (for instance: when creating opportunities for education, selection of vocation and employment or rather obvious when they find themselves to be alone in a bar, in division of space to a male and female sections within places of worship of different confessions, or simply by taking a look at the newspapers and magazines stand where the front pages with the photographs of denuded women dominate). The concept of city zoning into special uses such as residential, business, entertainment and similar also contributes to women feeling excluded from certain zones, as a reminder of the conventional division of roles in society (daughter, wife, mother). For that reason, the concept of a traditional city, in the sense of mix-uses developments, provides much better results.

The analysis of space in which sexual wrongful acts were committed, which was conducted in Germany (Metz and Rijpkema, 1979), and the similar study was conducted also in the Netherlands (Loef, 1985), has shown that the type and character (poor illumination, the places suitable for hiding and attack by surprise, isolation and similar) exactly mirrors the fears stated by the women users, meaning one should focus on the spaces where the incidents occurred and eliminate the circumstances that go in favor of such incidents.

The study conducted in Edinburgh (Scotland, Great Britain) revealed that 83,8% of women respondents avoided certain urban streets or zones, that 70,1% women avoided certain types of transportation means, that 35% women occasionally or always avoided entering the house alone as they were afraid of sexual assault. In addition, it was determined that the fear of sexual assault affected the business-working part of life of 41,6% women respondents, i.e. that 53,6% thought that with this fear the manner of spending their leisure time was affected, and 76,9% believed that fear affected their social life. One of the most frequently asked questions in this type of study was: „How safe do you feel when you walk alone at night in your neighborhood?”. The adult women respondents expressed three times greater fear than the men respondents, interviewed on same occasion and in the same urban zones. Most fear of crime surveys find that gender is the most important variable explaining differences in rates (Grabosky, 1995). One should have in view, that traditionally, in many cultures, female children since the early childhood have been instructed to fear the unknown persons, whereas the adolescent boys have been encouraged to deny vulnerability and not to demonstrate fear. (Whitzman, 2008).

According to the data of „Statistics Canada” from 1993 (Safer futures, <http://www.saferfutures.org>), 60 percent of Canadian women are worried about walking alone in their neighborhoods after dark, 76 percent are worried about waiting for or using public transit after dark, 83 percent are worried about walking alone to their car in a parking garage. According to the data of „British Crime

⁴ Prejudice is the standpoint, notion and/or opinion which the individuals or groups have, most often, of the others, *however*, also to a significant effect, of themselves. Sexism is discrimination of the male and female person according to the gender. Primarily, a male or female individual is degraded by means of these expressions. The examples of sexism are many: in language, in the media language (photographs, billboards, graphic signs etc.). Sexism is understood as a common practice of use of the form of male gender for the professions and titles performed by women.

Survey” from 1998 (WDS – Women’s Design Service, <http://www.wds.org.uk/>), about 31% of women in relation to 6% of men were rather concerned about the possibility of rape, 27% of women in relation to 8% of men were rather concerned about the possibility of physical assault, 18% of women in relation to 3% of men did not feel safe in the street, 10% of women believed their life to be in many respects affected by the fear of violence.

The conclusion being that the spaces inspiring fear in female population were those where there was no social control, i.e. those spaces which are used sporadically by the citizens or rather rarely, where there is very little or none residential buildings, i.e. which area was developed for only one function, and the researches have indicated that women were afraid of the deserted bus and underground stops, non-illuminated passages (above ground, underground, entrances) parks, multi-storey buildings with many flats, stairways and elevators that have unclear layout. In other words, they avoid the spaces that are vague, abandoned, without people or activities, human-unfriendly, or non-illuminated, unarranged and in devastated condition (Van Soomerem, 2008). In addition, it has been perceived that women who were included in the researches, associated some places with their users, which in them inspired the feeling of unease and fear, such as for instance the places where drug addicts gathered or the zones where prostitution was transparent. The presence of other persons (Ćirić, 2010, 2011) citizens like ourselves, is a sufficient factor to make us feel at least a little bit safer in the urban environment and some preventive measures make space more defensible (Newman, 1996).

Contribution of the interest of feminist movements in the topic of urban safety

A big progress in the research of the problem of safety in urban environments has been made since 1960s, and particularly during the 1980s and 1990s, owing to the interest of feminist groups in certain themes, such as geography, urban and cultural studies, anthropology, sociology, health, environment, the manifestation of violent and hooligan behavior in the cities, repeated terrorism and similar. The fundamental contribution of the feminist movement is in acknowledging the specificity and significance of women as part of the social community in initiating the researches and concrete actions in urban spaces with an objective of providing better safety for women but also for all other users. These groups have indicated this problem to the profession and in a way put pressure to dedicate more serious efforts as regards its resolution. Naturally, within the feminist movement there gathered the women having diverse education and specialization, who were interested in this theme and from a specific female angle and in the form of a multidisciplinary team they started compiling data in a manner of pioneering endeavor (official statistics, users polls), they made field visits, perceived spatial deficiencies, analyzed the patterns of women mobility and their lifestyles (going to work/school, shopping, taking care of children and similar), organized forums and gatherings of the citizens, contacted official planners, local government authorities and police authorities and

established cooperation with them. Some of the researches conducted have become the basis for action plans which subsequently were implemented in practice and which provided excellent results. Later on with the development of the new technologies (e.g. video surveillance, GPRS, GIS, CCTV, DVR...) there came to contribution in enforcement of certain safety measures. In the interim, numerous conferences worldwide were organized and the appertaining resolutions passed (Strasbourg 1986, Barcelona 1987, Montréal 1989 and 2002, London 1991, Paris 1994, Cairo 1995 Sarajevo 2003, Bogotá 2004, Vancouver and Saragossa 2006, Budapest 2008, Toulouse and Hanover 2009, New Delhi 2010 etc.), NGOs established which became specialized in this topic and which continued collecting data and studies preparation (Gender and the Built Environment Database, <http://www.gendersite.org/>), the support was provided by the organizations such as OECD, UN HABITAT, numerous manuals issued and similar. Pioneering texts, indicating to woman-urban environment relation were published by the following authors Ravetz, A. (Ravetz, 1980), Brunt, R., Rowan, C. (Brunt and Rowan, 1982) and Davis, L. (Davis, 1982), however, two books which in some way introduced this topic into „official circles” certainly were a collection of essays „Sexuality and Space” the editor of which was Beatriz Colombian (Colomina, 1992) and „Changing Places” by the authors Booth, C., Darke, J., and Yeardley, S. (Booth et al., 1996), which among other offers the survey of the work of the geographers of feminist orientation such as Linda McDowell and Doreen Massey. Essentially, both works deal with the relation of the manner of space use and the gender of the citizens.

It could be stated that owing to the female activist organizations a unique line of research was formed, first in the Netherlands (1985), later on in Austria and then in Canada (1992), under the title „the study of the inventory of public spaces inspiring fear in women”. The goal of these studies was quite concrete, and related to upgrading the real and experimental safety in the public space, by searching for the answers to the following questions:

1. Which concrete situations create the feeling of insecurity among women?
2. Does the feeling of insecurity correspond to the threat or fear of sexual violence?
3. Are the urban spaces lacking the social control those that are deemed insecure?

The research within these studies was conducted in an utterly practical manner, a group of women would inspect several different urban spaces and each space twice, during daytime and at night. They did it accompanied by diverse stakeholders who in some way were linked to this topic, such for instance, the politicians, the representatives of police, the experts for public lighting, urban planners, architects, representatives of the Heritage Preservation Authorities and similar. In majority of cases, it was on the spot that deficiencies of the public urban space were perceived from the viewpoint of safety and comfort of use, action plans were made, i.e. concrete advice and recommendations were provided in respect of what can and should be improved, changed or eliminated. The presence of the above-mentioned experts or officials passing the resolutions at the same time provided the support and secured the consensus and implementation of the measures agreed. In the summary the factors which affect safety the most have been provided, being the presence of other

user, the manner of space use and mix-use, its good visual layout, good urban design (Greed and Roberts, 1998) and regular maintenance. In Canada, for instance „Women's Safety Initiative” was instigated, which contributed to establishing the award for the best solutions achieved in practice on the topic of women safety in the urban zones „Women's Safety Awards Competition” (Women in Cities, <http://www.femmesetvilles.org>). Some of those solutions are quite interesting. For example, it has been introduced that the women who travel by bus alone at night have the right to stop the bus between the official stops, i.e. closer to their homes. In addition, the new stops have been made of transparent walls so that it is much easier and quicker to notice the approaching individuals, and within reach in the parks and other public places the telephones for emergency calls have been installed. A pilot program was conducted in two neighborhoods in which the workers in almost 200 small shops and services were educated, in the sense of being knowledgeable how to supervise the neighborhood from time to time and if required render assistance to the endangered women. The windows of their shops had the sign 'Here you're in Good Hands' or „Your Safety is Important to Us”. According to the data from 2008, the rate of street crime in Montréal in the past 10 years was reduced by 29%, and in the past 15 years even by 42% (W e-news, <http://www.womensenews.org>).

Proposal of the preventive measures

The goal of the feminist groups certainly is indicating to the position and treatment of women in urban environments and proposing the measures which will provide a better safety for them. However, the proposed measures, although based on the experience of the female participants, will also contribute to other space users. The key strategies (Schneider and Kitchen, 2007), in holistic approach comprising also other reforms in the society, were established in 2003 by CEN – European Committee for Standardization, Prevention of Crime, Urban Planning and Design and were divided into three groups. Planning strategies comprise complying with the existing social and physical structures, creation of vitality/livingness, viability, combination of uses and attractive street profiles, diverse socio-economic groups, avoiding isolation and segregation, appropriate urban density, creation of the feeling of neighborhood and avoiding deserted and devastated spaces. Strategies from within the field of urban design relate to visibility, clear layout and illumination, accessibility, easy and clear orientation, alternative routes of movement, territoriality, human proportion, clear space division, attractiveness and resistance (vandal proof) of urban furniture design (Booth, 1998). Managerial strategies represent making access to the target difficult and removal of the targets that provoke, regular space maintenance and supervision, patrolling, if required, monitoring with the aid of cameras, establishing the codes of behavior in public spaces, securing infrastructures for specific social groups (the young, the elderly, children...) and good communication with the public.

So-called mix-use developments of a traditional city which for 24 hours (Dаниловић Hристић, 2008) have their own rhythm certainly are desirable within the con-

cept of preventive measures, even though one should be aware that this expression was given descriptively. Namely, even the busiest central zones at certain times become quiet (before the morning, during the holidays, which are celebrated within the family and similar). On the other part, the complaints are heard in respect to this type of mix-use development, when it comes to bars nightlife disrupting the quiet life of the residential neighborhood, although it does not imply incompatibility of different activities in urban space. Essentially, it is important that the city or its certain parts, have its residents and visitors that people alternate and meet. The versatility of mutually harmonious and compatible uses and activities provide good results and enable vivacity and long life of a given space. Associated with this there certainly is the frequency of space use, user's circulation and relation between the mobility and other types of activities during the day and at night. The versatility of use guarantees also diverse groups of people using the space, numerous and various events, and if possible also the simultaneous publicity/openness and discretion/privacy.

The manner in which the space is planned and built plays a significant role in experience and perception. The knowledge that the built structure and the vacant space are in mutual interaction, that it does not only concern the simplified full/vacant relation, building around vacant space, filling in or leaving the voids, is also crucial. The range of buildings distance from regulation, their orientation towards common spaces, mutual layout and height, are some of the elements which may contribute to more agreeable feeling of the users, to make natural supervision and safer environment possible. The clear division of space into the public, semi-public/semi-private and private, may provide unambiguous information to the user on desirable standards and terms of behavior. Good and clear space layout is evaluated by its visibility, illumination, possibility of supervision, orientation, ease of finding one's way using logics but also symbols, marks and signposts, appropriate distances of moving and perception, and depends on the total area and organization of space. Public spaces may differ not only according to their form, location and manner of use, but also according to the details that provide it with identity, originality, uniqueness and diversity. Besides the mostly represented /wide-spread and perceivable spaces, such as streets, promenades, squares and parks, public spaces comprise also the open sports grounds, children playgrounds, market places, parking lots, underground passages, bridges and all other spaces, which are for unlimited use of the citizens. By that fact the measures applied with an aim of greater safety are at the same time rather similar, but also have to be appropriate and adapted to the space use and the problems perceived in its use. It is often that when equipping the public spaces that the elements are used which enrich it and make it look different, and thus they become open stages, the places of entertainment, animation and spectacles. The equipment adding to the comfort and accessibility besides a pleasant feeling provides also the feeling of care about the space and its safety. The way of designing and installing urban furniture is crucial, and a vast range of items comprises besides benches, lighting, and flower-boxes and similar, also the protected ATMs, clearly laid out public transportation stops or the network of SOS telephones.

All the measures proposed must possess social justification and support, i.e. besides achieving the goal of providing safety they also have the role of creation of healthy and agreeable environment to live and stay in. For that reason, the urban measures must be accompanied also by some other measures that are more within the segments of the order and organization of a society, its education and overall progress. Particularly is important the collaboration of all competent institutions and departments, distribution of responsibilities and continuous hearing of the condition and position of the public, i.e. satisfying the needs of the citizens. The model of prevention is the most applicable one providing implementation in a transparent and democratic manner.

Conclusions

Public spaces safety and minimizing threats to the public order are of the utmost significance for the communities aspiring to deserve the epithet of sustainability, and the failure in their provision leads to urban dysfunction. Only on the basis of the data that during the period of researches from 1996 to 2006, the use of the words „fear”, „risk” and „dangerous/danger” in the newspaper articles was increased at the average by about 50%, it can be concluded to which extent the public was burdened with the topic of safety imposed by media and politics (Sense, 2008). The fact that the modern society can be termed „the culture of fear and risk” was certainly contributed not only by the increase of the risks themselves, but also by the growth of knowledge and awareness about all that which happens around us or could happen, about all the factors inspiring the feeling of insecurity, endangerment and non-safety. One of the generally accepted definitions „that safety essentially presents the lack of threats” (Buzan, 1991) provides the interpretation on far higher level of the general (government, i.e. national) safety, however, it can be applied also to the level of urban environment and the feeling which its users form about it. The bases for the violent (criminal, sexist or racial) behavior towards certain categories of citizens are embedded in the overall social and economic situation of a society, which is translated also to the city streets. The reality and seriousness of the violence in the streets leads to a comprehensive feeling of insecurity in the communities, devaluates their „value”, and the insecurity of the urban spaces results in their minimized or improper use. Preventive measures implemented within the sphere of urban planning and design can contribute to the quality of urban spaces and to the comfort of their users. Feminist movements, which have made a significant move in the research of this topic, started with the criticism of city as an environment which was not fully adapted to the needs of women, and further through studies, conferences organized and concrete actions in space, succeeded in getting the profession and the officials interested in it. Though the civil sector, i.e. the NGOs, women were given support, the equality of genders was initiated and adequate response to gender-based violence requested. Nowadays, urban safety is considered a strategic goal of urban environments, multidisciplinary teams and specially trained professionals have been dealing with it, and the citizens have been

actively involved, and the positive results of the measures implemented have been visible in many cities. The question of urban safety is common for all users of urban space (children, teenagers, elderly, recognizable and visible minorities, even men), that are not moving in organized group, or are less strong, capable or ready to defend themselves and give resistance to assault and aggression. The engagement of female groups could be interpreted as effort for safer places not just for women, but for all users, concerning vulnerable groups.

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ФЕМИНИСТИЧКИ ПОГЛЕД НА УРБАМУ БЕЗБЕДНОСТ, Утицај женских судија и покрета

Сажетак: Фокусирање на тему урбане безбедности као једног од основних квалитета живота у граду, неминовно води до детаљнијег истраживања како се жене осећају у градским срединама, те како су феминистичке науке и покрети извршили утицај на развој релевантне теорије и праксе. Чинећи значајан део популације, жене су, посебно у градовима, оствариле право на слободу и простор, у смислу своје мобилности, образовања, рада, слободног времена, али се још увек сматрају изложенима, искљученима или угроженима када су у питању поједини урбани простори. Много пре него што се струка заинтересовала за проблем урбане безбедности, феминистичке студије су указале на њега, те покренуле одређене акције које су касније широко прихваћене и подржане. Рад комбинује мултидисциплинарна сазнања, бави се темама личног осећаја безбедности, важности јавних простора у урбаним окружењима, начином њиховог коришћења, страхом и другим негативним последицама, а посебно се фокусира на закључке који су резултат истраживања у оквиру урбане популације женског пола. Финално, дају се неке основне препоруке у смислу превентивних мера, за повећање степена безбедности у јавним градским просторима, које могу да допринесу њиховом адекватном и учесталијем коришћењу.

Кључне речи: жене, пол, феминизам, урбана безбедност, страх, јавни простори