

PUBLIC SPACE ASSESSMENT

KHAN YOUNIS, GAZA | PALESTINE

ELIMINATING VIOLENCE AGAINST WOMEN IN THE WEST BANK AND GAZA STRIP



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PALESTINE · GAZA · KHAN YOUNIS

PUBLIC SPACE INVENTORY AND ASSESSMENT

Towards safety for women & girls in public spaces



CONTENTS

BACKGROUND	6	WHAT ARE THE SAFETY CONCERNS IN PUBLIC SPACES?	42
GLOBAL FRAMEWORK ON SAFETY, GENDER AND PUBLIC SPACE	8	WHICH DIMENSIONS ARE STRONG IN PUBLIC SPACES?	49
UN-HABITAT'S GLOBAL PUBLIC SPACE PROGRAMME	10	ENVISIONING KHAN YOUNIS CITY	50
UN-HABITAT IN PALESTINE	12	VALIDATION WORKSHOP	52
HAYA JOINT PROGRAMME	15	WHERE ARE THE GAPS?	54
INTRODUCTION	16	WHERE SHOULD KHAN YOUNIS ANCHOR PUBLIC SPACES?	56
ABOUT GAZA STRIP	18	PUBLIC SPACE AS AN ACCELERATOR TO IMPLEMENTING THE STRATEGIC DEVELOPMENT AND INVESTMENT PLAN (SDIP)	56
STATE OF PUBLIC SPACES	22	INSTITUTIONAL AND PUBLIC SPACE PROGRAMME SET-UP	57
SCOPE AND FOCUS: KHAN YOUNIS	24	VISION FOR KHAN YOUNIS	58
OBJECTIVES AND METHODOLOGY OF THE PROJECT	26	GOALS AND STRATEGIES	59
SITUATIONAL ANALYSIS	30	IMPROVE THE SPATIAL DISTRIBUTION OF PUBLIC SPACES	60
GENERAL STATE OF OPEN PUBLIC SPACES	32	PROMOTE DIVERSITY OF USE AND PROGRAMMING OF PUBLIC SPACES	62
GENERAL STATE OF OPEN PUBLIC SPACES	34	IMPROVE PUBLIC SPACE INFRASTRUCTURE	64
HOW SAFE ARE PUBLIC SPACES?	36	CREATE AND PROMOTE RULES AND REGULATION AROUND PUBLIC SPACE	66
WHAT ARE THE AMENITIES PRESENT IN THE PUBLIC SPACE?	36	ANNEXES AND REFERENCES	68
HOW ARE PEOPLE USING PUBLIC SPACES?	37	ANNEX	70
WHO ARE THE USERS OF PUBLIC SPACES?	38	DIGITAL QUESTIONNAIRE	70
WHAT ARE THE OPPORTUNITIES FOR 'STAY' IN THE PUBLIC SPACES?	40	FOCUS GROUP WORKSHEET FOR DATA VALIDATION	71
HOW ACCESSIBLE ARE THE PUBLIC SPACES?	41	PERFORMANCE OF EACH OPEN PUBLIC SPACE	72
		REFERENCES	74

Antisocial behaviour

Anti-social behaviours are acts that create community concern. These range from misuses of public space, such as fighting or drug use and dealing, to disregard for community safety, such as dangerous driving or drunk and disorderly behaviour. Other examples include acts that cause environmental damage, such as graffiti or litter. Anti-social behaviour can range from what is socially unacceptable through to acts that break the law.

Experiences of crime/harassment

To encounter/undergone a form of crime or harassment,

Gender equity

The process of being fair to both women and men. To ensure fairness, measures must be available to compensate for historical and social disadvantages that prevent women and men from operating on a level playing field. Gender equity strategies are used to eventually attain gender equality. Equity is the means and equality is the result.

Harassment

Harassment is any improper and unwelcome conduct that might reasonably be expected or be perceived to cause offence or humiliation to another person. Harassment may take the form of words, gestures or actions which tend to annoy, alarm, abuse, demean, intimidate, belittle, humiliate or embarrass another or which create an intimidating, hostile or offensive environment.

Infrastructural problems

Issues related to the physical state of public spaces.

Mono-functional spaces

Spaces that are limited to only one activity.

Multi-functional spaces

Spaces that are used for different types of activities at different times of the day.

Perception of safety

A generalized judgment about the chance of crime. Different times of day, and physical location may affect perception of safety.

Pluri-funtional spaces

Spaces with different kinds of activities at the same time.

Public space

All places publicly owned or of public use, accessible and enjoyable by all for free and without a profit motive. UN-Habitat categorises public spaces into streets, open public spaces, and public facilities.

Sexual Harassment

Sexual harassment is any unwelcome sexual advance, request for sexual favour, verbal or physical conduct or gesture of a sexual nature, or any other behaviour of a sexual nature that might reasonably be expected or be perceived to cause offence or humiliation to another.

Social problems

A social problem is any condition or behavior that has negative consequences for large numbers of people and that is generally recognized as a condition or behavior that needs to be addressed.

Urban Safety

Safety does not only mean lack of criminal behavior, fear or aggression. Safety points to the certainty of being respected as an individual at the physical, social and psychological levels. 'Safety' goes beyond the multiple ways of crime and violence. In fact, safety is firstly a foundation for the deployment of human abilities, freedom, solidarity, multiculturalism and creativity. Safety does not only cover the individual's life, but embraces also society and the city. Safety is also a social value, since it is the foundation for the common good of societies that allows a fair and equitable development for all its members. Safety is one of the pillars of good governance and is the basis of freedom and equality for people's full and equal

Walkability

Defines much more than just providing citizen with "the ability to walk". Several characteristics result in optimal walkability such as physical access, places and proximity. Defining a walkable neighbourhood extends beyond pedestrian concerns, as the ability to walk in a neighborhood indicates not only a type of mobility and means of travel, but also a type of sociability between neighbors, which, together, likely affect the physical, mental, and health of people in the community.



1

CHAPTER

BACKGROUND

- Global Framework
- UN-Habitat's Public Space Programme
- UN-Habitat in Palestine
- HAYA Joint Programme

GLOBAL FRAMEWORK ON SAFETY, GENDER AND PUBLIC SPACE

While cities are powerful engines of development and innovation, they are also home to slums and many millions of vulnerable women and girls. Sexual harassment and other forms of violence against women and girls in public spaces are present in cities as well rural areas, and even in online spaces. As a result, it is an impediment to the rights of women and girls to the city, and to enjoy the opportunities of urbanization. The outcome is often gender exclusion and the lack of participation of women and girls in development.

With the 2030 Agenda, governments will need to choose strategies and interventions that have the greatest impacts across a number of goals and targets. The 'safe cities' idea for women includes their equal right to the city and public places within it, which includes their right to be mobile in the city at any time of the day, as well as their right to idle in public spaces without any threats of harassment or sexual violence. The global community agreed that public space plays a key role in achieving inclusive, safe, resilient and sustainable cities and human settlements. This means that interventions in public space can support achievement in several other targets within the 2030 Agenda. The 2030 Agenda together with the New Urban Agenda also recognizes gender equality and strategically supports women's empowerment across all social development goals.

Local level data is important to address challenges and achieve inclusive public spaces for women and girl's in cities. Some of the statistics of the state of women and girl's safety, conducted by UN-Habitat, Women and Cities International and Plan International, are represented in the graphic.



Gender equality in the Agenda 2030 adopted from UN-Women © UN-Habitat

<p>60%</p> <p>60% of all urban residents in developing countries have been victims of crime</p>	<p></p> <p>Globally, one in five people have been a victim of violence and crime</p>	<p></p> <p>96% of adolescent girls don't feel safe in Delhi</p>	<p>45%</p> <p>45% of girls reported sexual harassment when using public transport in Kampala</p>	<p>2.2%</p> <p>Just 2.2% of girls say they feel safe in public spaces in Lima</p>	<p>90%</p> <p>In Port Moresby, over 90% of women and girls have experienced some form of sexual violence when accessing public transportation.</p>	<p></p> <p>In London, 43% of young women have experienced some form of harassment in the past year.</p>
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“We will support the provision of well-designed networks of safe, accessible, green and quality streets and other public spaces that are accessible to all and free from crime and violence, including sexual harassment and gender-based violence, considering the human scale, and measures that allow for the best possible commercial use of street-level floors, fostering both formal and informal local markets and commerce, as well as not-for-profit community initiatives, bringing people into public spaces and promoting walkability and cycling with the goal of improving health and wellbeing.”

New Urban Agenda: Para 100.

WOMEN IN PALESTINE

In Palestine, women use public spaces more frequently and for a greater variety of purposes than men. This reflects the multiple roles and responsibilities they assume both inside and outside of the home. The availability of safe public spaces and public transport allows women to access essential services, take advantage of employment opportunities and participate in cultural and recreational activities. It not only improves the quality of life available to them but is an essential component in strengthening women's civic engagement through access to institutional and political spaces.

According to the PCBS 2020 statistics, 11% of Palestinian households are women headed households. Despite the empowerment of women in certain areas as demonstrated through the PCBS report 2020, women's right in other sectors are still violated, including them being subjects to violence inside or outside the household and inside public spaces. Statistics show a noticeable decrease in early marriage rate and illiteracy among Palestinian women, nevertheless, a gap in women's

active participation in the workforce, and in decision making can still be detected, as only 21% of women who are in the employment age participated in the workforce in Palestine in the year 2018 according to PCBS. The situation is even worse for women with disabilities as only 3% of women with disabilities participated in the workforce in 2019.

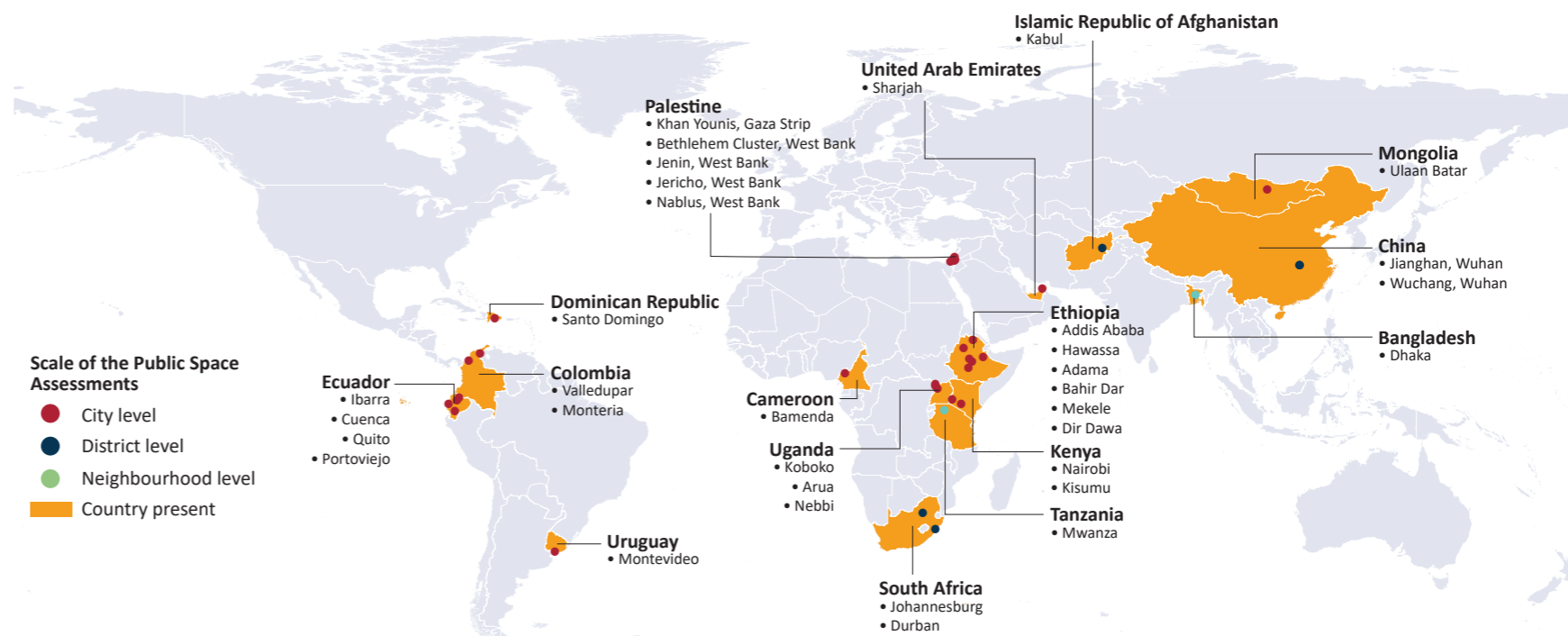
As in other countries, sexual harassment and other forms of violence against women and girls in Palestine extends beyond the domestic sphere to also impact women's access to public spaces, such as parks, streets, public transport, workplaces and schools. In terms of violence in public spaces, the preliminary results of the national survey of violence in the Palestinian society in 2019, recorded that 5% of young females and 3% of married women have experienced violence in shopping places (inside markets or shopping stores). Moreover, 4% of women aged (18-64 years old) and 12% of young females (12-17 years old) have experienced violence in the streets.



UN-HABITAT'S GLOBAL PUBLIC SPACE PROGRAMME

Launched in 2011 and currently active in around 40 countries, UN-Habitat's Global Public Space Programme aims to improve the quality of public spaces worldwide. Despite a recent tendency to overlook and undervalue them, public spaces are again being recognised by cities as a key element of inclusion and sustainability. UN-Habitat adopts a definition of public spaces as sites that are accessible and enjoyable by all without a profit motive and take on various spatial forms, including parks, streets, sidewalks, markets and playgrounds. Good public

spaces enhance community cohesion and promote health, happiness and well-being for all citizens. The Programme helps cities become more sustainable by providing policy advice, capacity building, knowledge sharing and support for public space regeneration and improvement. More concretely, it maps public spaces and works with cities to develop city-wide public space strategies and urban development frameworks. Good policies and practices are shared through its global network of around 100 partner organizations.



THE PUBLIC SPACE ASSESSMENT

UN-Habitat provides guidance to local governments in developing city-wide strategies that provide the foundation for taking a strategic action-oriented approach to public space development and management and can help local governments map the current state of public spaces and set goals to improve them. This work can be translated into annual public space action plans which provide more detailed information on proposed projects as well as monitoring framework. The strategy also supports local governments in allocating of resources in the management and maintenance of the spaces that exist and invest in creating new public space, especially for more marginalized communities.



CIVIL SOCIETY PARTNERS

UN-Habitat brings together a broad global network of partners working on the issue of public space, and has agreements and ongoing activities with various organizations. These partners are brought together annually at either the World Urban Forum and/or the Future of Places Conference.



PUBLIC SPACE UPGRADING

UN-Habitat selects each year, a number of public spaces upgrading projects through an annual call for expression of interest. The spaces are geographically distributed all over the world, but with a main focus on countries in the global south. The upgrading of the public spaces is done in a participatory manner engaging the community and the users in the process.



TECHNOLOGY

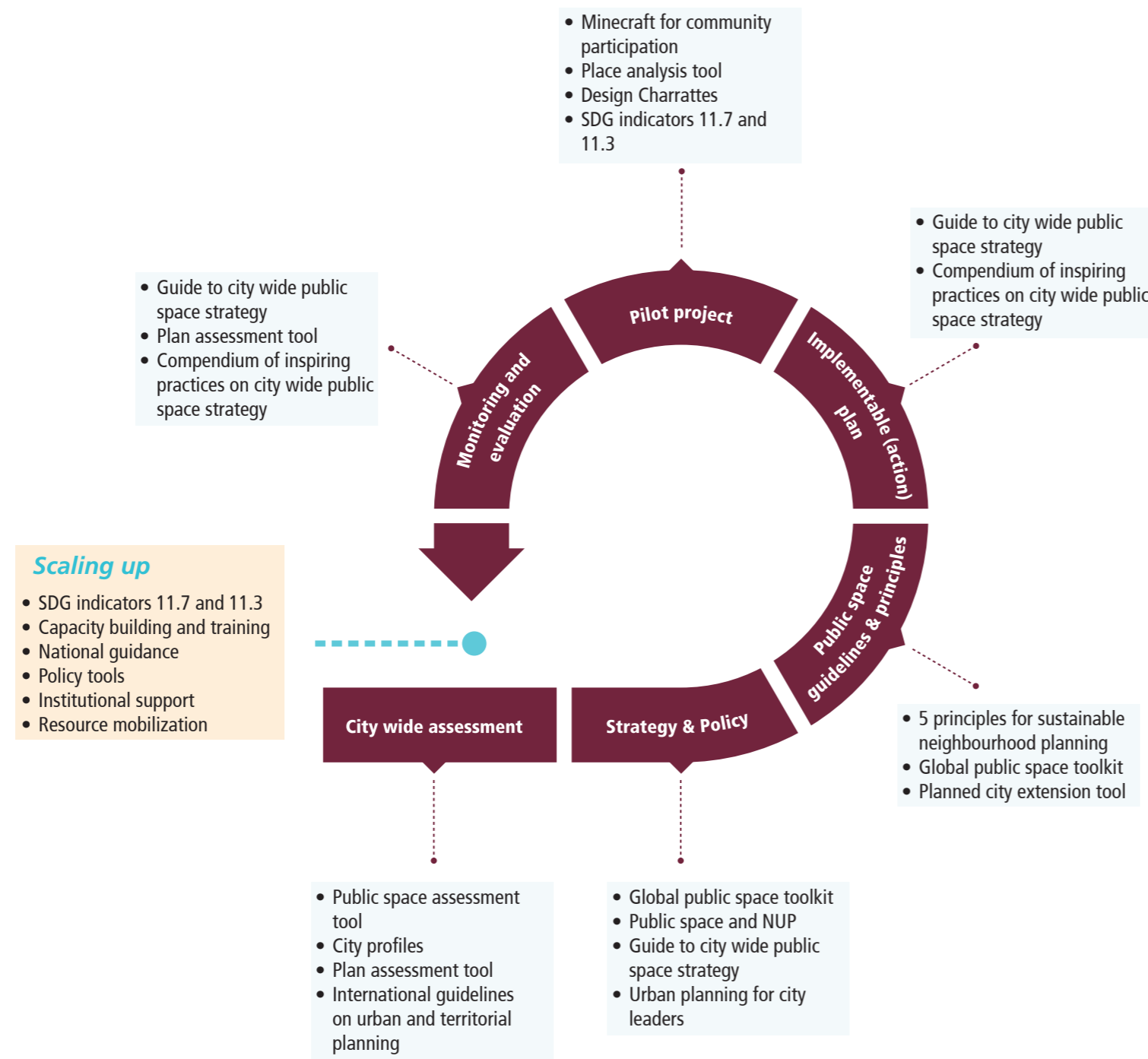
In recent years, the role of digital technologies has become increasingly important. UN-Habitat recognizes the role of ICT and the opportunities that it can offer for citizens, particularly children and youth, to take part in decision making and governance process. The Programme uses technologies such as Kobo Toolbox for mapping spaces and the Minecraft video game as a participatory tool for upgrading public spaces.



POLICIES

UN-Habitat supports national governments in mainstreaming public space in NUP as well as local governments in developing their own public space frameworks, policies and implementation strategies. The intention is to influence cities to recognize the importance of localized city-wide public space policies, to deepen the understanding of local governments' role and responsibilities in public space development, and to increase the percentage of public space in a city as well as safety. This is considered as a guiding strategy for local governments in which public space is a central axis.

UN-HABITAT'S PUBLIC SPACE PROGRAMME PROCESS AND TOOLS



HOW WE WORK

UN-Habitat has developed an integrated approach to public space that covers cities, neighbourhoods and individual sites and applies a targeted approach to each scale. The iterative approach includes normative and operational tools, methodologies and practices to support governments and other organizations to make public spaces more safe, inclusive, accessible and green. The tools include city-wide and site-specific assessments, design principles, strategies and policies, digital participation and action planning and monitoring.

CITY-WIDE PUBLIC SPACE ASSESSMENT

The city-wide public space assessment is a digital tool that uses a structured questionnaire that can be modified to fit any context as well as assess the priorities for any city. It utilises the free open source app called Kobo Collect. It is a fast and effective tool for data collection as it minimises enumeration errors and is a holistic tool for data collection process from data collection, to analysis and design. This assessment helps in identifying needs or substantive areas to address in the city, but also how the process can align with other, already ongoing or planned processes. The objective of this alignment is to identify areas of possible synergies and the identification of institutions, organizations, agencies and other municipal departments as potential stakeholders or collaborating partners. In addition to identifying key strategies, steering documents, potential partners, etc., the key issues of the existing strategic plan (if any) should be mapped and analysed. This tool helps to answer the question “where are we?” in the realm of public space.

The baseline research will produce recommendations on public space interventions in the city. This is not limited to types of intervention, but also includes areas that should be prioritized in developing new public spaces.

UN-HABITAT IN PALESTINE

Palestinian cities lack safe and inclusive public spaces. The complex geopolitical context and the fragmentation of the territory, in addition to the lack of proper planning and investment in public spaces, have impacted negatively the quality of the built environment. The severe shortage of public spaces, parks, playgrounds, as well as other public infrastructure and services led to the deterioration of the quality of daily life for the Palestinian communities in the West Bank and Gaza Strip, particularly for children and women. Many children resort to play in the streets, making the lack of playgrounds actually life threatening. Against this backdrop, The Special Human Settlements Programme for the Palestinian People has, since 2014, started supporting the local communities in East Jerusalem, Area C and in the Gaza Strip to develop safe and inclusive public spaces to improve the urban environment and the living conditions of the Palestinian people, provide higher levels of safety and well-being inside the Palestinian neighborhoods, and to strengthen social cohesion, cultural interaction and citizenship.

UN-Habitat has utilized different tools and methodologies to design and implement public spaces in Palestine, including participatory planning and community engagement, support community led initiatives, and using innovative technologies to promote youth leadership.

Meeting, relaxing and taking a break in clean green spaces that are open to all, is a basic need for all. Yet, in some parts of the world this fundamental need cannot be taken for granted. This is true in Gaza, which has been affected to its very core by years of war. Ten years of blockades and several cycles of violence have had a serious effect on the Gaza Strip, which still bears the material and human scars of the hostilities of summer 2014 and the regular attacks that followed. Thousands of houses, schools, universities and mosques were damaged in these bombings. But even though post-conflict reconstruction is now underway, women and young people are scarcely involved in urban planning, particularly in integrating the issue of safety in public places.

By involving marginalized communities in a marginalized region, these public space projects were able to promote women and youth positions in the society while creating community spaces and aiming to reduce gender-based violence. The collaboration during the design process and the employment of female architects helped advance this mission even further, resulting in more safe opportunities for all in the Gaza Strip. The participants believed that their experience in the design and implementation processes was unique and special. It represented their ideas and visions and enhanced their sense of ownership. They felt as this community garden belongs to all of them so that they have to look after it, maintain it, and keep it clean and well organized.



Al-Shaimaa Community Garden, Gaza Strip © UN-Habitat

PUBLIC SPACES PROJECTS IMPLEMENTED BY THE SPECIAL HUMAN SETTLEMENTS PROGRAMME FOR THE PALESTINIAN PEOPLE

Intervention	Description	Location	Implementing Partners	Donor	Year	No of Beneficiaries
Sur Baher Community Garden	This project supported a community led initiative to design a children playground in Sur Baher. The local community including the youth in cooperation with Sur Baher community Center played a major role in the design and implementation of the playground. This initiative was implemented as part of the "Scaling up and Deepening of Planning Support to Palestinian Communities in East Jerusalem" project, which aimed to facilitate an immediate improvement of living conditions for Palestinian communities in East Jerusalem.	East Jerusalem	Bimkom- Planners for Planning Rights, Local Community Center of Sur Baher	Government of Kingdom of Belgium	2015	21,500
Wadi Al Joz Community Garden	This project aimed at creating a safe and inclusive community garden in Wadi Al Joz neighborhoods in East Jerusalem and has utilized the computer game MineCraft as a tool to engage the youth in the design process. This project was implemented as part of the "UN Habitat Global Public Space Programme".	East Jerusalem	Bimkom - Planners for Planning Rights, Al Enaya Community Center, Green Mosques Youth Group	Block by Block Foundation Global Public Space Programme	2017	17,000
Ras Al-Amoud Playground	Under UN-HABITAT "Supporting the Palestinians Right to Development in East Jerusalem" Project, the project aimed to support and implement tangible interventions that enhance the quality of the living environment for the residents, especially for women and girls. The project contributed to support a Palestinian women group initiative in Ras IlAmud neighborhood. The playground was designed, based on a participatory approach where women were engaged in focus design group sessions. In these sessions, the women explained how public spaces should respond to their and their children's essential needs. The project succeeded in co-designing with the women group a new playground in Ras Il Amud that states and emphasis that women should be engaged more and consulted in the decision making of their built environment.	East Jerusalem	Bimkom - Planners for Planning Rights, Local women group	Spanish Agency for International Development Cooperation	2019	14,500
Al-Shoka Community Garden	Al Shoka, Al-Zawayda and Al Shaima community gardens were developed as part of the "Utilizing Digital Tools to Promote Human Rights and Create Inclusive Public Spaces in Gaza Strip" project. The main aim of the project was to promote youth leadership and participation, and to develop the skills and knowledge of the youth to make informed decisions about their lives and their built environment. The participants utilized the computer game MineCraft to design their community gardens. The three projects have successfully created safe and inclusive public spaces in Al-shoka, Al-Zawayda and Beit Lahia cities in Gaza Strip, and helped improving the urban environment and the living conditions of residents, in particular children and youth.	Al-shoka city/Gaza Strip	UN Women, Palestinian Housing Council, Aisha Association for Woman and Child Protections and Gateway	Government of Kingdom of Belgium	2017	16,000
Al-Shaimaa Community Garden		Beit Lahia city/ Gaza Strip	UN Women, Palestinian Housing Council, Aisha Association for Woman and Child Protections and Gateway	Government of Kingdom of Belgium	2017	100,000
Al-Zawayda Community Gardens		Al-Zawayda city/ Gaza Strip	UN Women, Palestinian Housing Council, Aisha Association for Woman and Child Protections and Gateway	Government of Kingdom of Belgium	2018	23,000
Ti'innik Placemaking Project	This project worked on creating a public space located between the two schools in Ti'innik's. The main aim of the project was to create a space that is accessible, particularly for the school's students, and for the wider community in general serving as a playground and a comfort and relaxing area. The project was implemented under the "Fostering Tenure Security and Resilience of Palestinian Communities through Spatial-Economic Planning Interventions in Area C".	Area C	Ministry of Local Government, Ti'innik Village Council, Al-I-Hamdeye Company for General Contracts	European Union	2018	1,300
Wadi Al Nis	The interventions are located at the center of the village, connecting the four main nodes; the village council building, the medical clinic, the main mosque and the main school. The project has formed and improved the the network and connections focusing on safe pedestrian movement throughout the site. Speed pumps and roundabouts were constructed to facilitate the movement of cars and calms down the traffic. The sidewalks contain benches, as relaxing points shaded by trees. The project was implemented under the "Fostering Tenure Security and Resilience of Palestinian Communities through Spatial-Economic Planning Interventions in Area C".	Area C	Ministry of Local Government, Wadi Al Nis Village council, UN-Habitat	European Union	2018	1,000

Intervention	Description	Location	Implementing Partners	Donor	Year	No of Beneficiaries
Al Walaja	Developing the main entrance of Al Walajah Village by making it safe and comfortable for pedestrian movement. The main bus stop area was rehabilitated, tiled and shaded with trees. The intervention and detailed designs were designed to be inexpensive, focusing on using local skills and materials and well related to the local context. The project was implemented under the "Fostering Tenure Security and Resilience of Palestinian Communities through Spatial-Economic Planning Interventions in Area C".	Area C	Ministry of Local Government, Al Walaja Village council, UN-Habitat	European Union	2018	2,670
At Tuwani	The intervention, the design and its details were developed in collaboration process with the community and based on their needs, and financially inexpensive. The designs also focus on local resources and skills to get the best results with the lowest costs and ensure its maintenance in the present and the future. The public space in this intervention is a recreational area and playing yard for the children and people of At Tuwani village. The project was implemented under the "Fostering Tenure Security and Resilience of Palestinian Communities through Spatial-Economic Planning Interventions in Area C".	Area C	Ministry of Local Government, At Tuwani Village council, UN-Habitat	United Nations	2019	330
Al Aqaba	The intervention, the design and its details were developed in collaboration process with the community and based on their needs, and financially inexpensive. The designs also focus on local resources and skills to get the best results with the lowest costs and ensure its maintenance in the present and the future. The public space in this intervention is a playing yard for the Kindergarten of Al Aqaba village. The project was implemented under the "Fostering Tenure Security and Resilience of Palestinian Communities through Spatial-Economic Planning Interventions in Area C".	Area C	Ministry of Local Government, Al Aqaba Village council, UN-Habitat	European Union	2019	350
Bruqin	The intervention is the yard located between the two schools, the village council and the soccer field. The space will be used as a sitting area, with a playing and recreational yard, for students and families. In addition to being used by the local community for different occasions and activities. The project was implemented under the "Creating friendly public spaces for children in Hares and Bruqin"	Area C	Ministry of Local Government, Bruqin Village council, UN-Habitat	Secours Islamique France	2018	4,050
Haris	The intervention is in the space connecting the school, the village council, and the mosque, to improve the village center and create a suitable and safe space for students and families. The local community mainly focused on the elements that support their needs (sitting chairs, pergolas, ...). The project was implemented under the "Creating friendly public spaces for children in Hares and Bruqin"	Area C	Ministry of Local Government, Haris Village council, UN-Habitat	Secours Islamique France	2018	4,140
Ras Al Wad	The project aimed to physically improve the condition by enhancing the quality of life through creating a public space, improve pedestrian's safety around the school and mosque in the main village spine, while also promoting participation by residents to encourage and raise awareness of the importance of maintaining their own communities. The project was implemented under "Spatial Planning Support Programme for Palestinian Communities in Area C, West Bank".	Area C	Ministry of Local Government, Ras Al Wad Village council, UN-Habitat	European Union	2015	900
Abdullah Al Yunis	The project aimed to physically improve the condition by creating pedestrian paths and creating a public place for people to sit and enjoy, while also promoting participation by residents to encourage and raise awareness of the importance of maintaining their own communities. The project was implemented under "Spatial Planning Support Programme for Palestinian Communities in Area C, West Bank"	Area C	Ministry of Local Government, Abdullah Al Yunis Village council, UN-Habitat	European Union	2015	170
Imneizel	The project aimed to physically improve the condition by creating the small playground for children in the park, enhancing the playground of the school and surroundings, improvement of access, while also promoting participation by residents to encourage and raise awareness of the importance of maintaining their own communities. Furthermore, the project aimed to bring together the community through encouraging citizens to participate in community development issues and gain knowledge on the sense of participation and ownership over their local area. The project was implemented under "Spatial Planning Support Programme for Palestinian Communities in Area C, West Bank"	Area C	Ministry of Local Government, Imneizel Village council, UN-Habitat	European Union	2015	280
Izbet Tabib	The project aimed to physically improve the condition by creating the improvement of access to school and improvement of streetscape in main village spine. Also promoting participation by residents to encourage and raise awareness of the importance of maintaining their own communities. The project was implemented under "Spatial Planning Support Programme for Palestinian Communities in Area C, West Bank"	Area C	Ministry of Local Government, Izbet Tabib Village council, UN-Habitat	European Union	2015	260

HAYA JOINT PROGRAMME

Eliminating Violence Against Women in the West Bank and Gaza Strip

The HAYA Joint Programme: Eliminating Violence Against Women in the West Bank and Gaza Strip is funded by the Government of Canada and jointly implemented by the United Nations Entity for Gender Equality and the Empowerment of Women (UN Women), the United Nations Population Fund (UNFPA), the United Nations Human Settlements Programme (UN-Habitat), and the

United Nations Office on Drugs and Crime (UNODC), in partnership with the Ministry of Women's Affairs and the Ministry of Social Development as well as other ministries and civil society organizations. The overall objective of building just and secure communities for women and girls in the West Bank and Gaza Strip will be achieved through progress against three main outcomes focusing on: (1) Decreased

harmful practices and attitudes that perpetuate and validate violence against women and girls within targeted households and communities; (2) Increased access by women and girls of gender-responsive EAW services (economic, medical, psychosocial, security, shelter) free of discrimination; (3) Strengthened institutional capacity to develop and implement legal and policy frameworks that promote and

protect women's and girls' rights with regards to VAW. Under outcome (1), there is a special focus on building an enabling policy environment to combat violence against women and increase the knowledge and capacity to undertake comprehensive local interventions for prevention and response on EAW by local authorities and municipalities.

Through the HAYA Joint Programme,

UN-Habitat is working on increasing the knowledge and capacity of local authorities and municipalities to undertake comprehensive local interventions for prevention and response on EAW, through achieving set of results: A) Safety Audits that assess women's safety in five cities (four cities in West Bank and one city in Gaza Strip); B) Awareness and advocacy campaign to promote

women's safety in public spaces; C) Capacity building for municipalities on how to design safe and inclusive public spaces; D) Development and regeneration of five safe and inclusive public spaces; E) Development of gender responsive public space policy and safe and inclusive public space design methodology; F) Curriculum development jointly with the local universities on how to design safe and inclusive public spaces.

DEVELOPING SAFE AND INCLUSIVE PUBLIC SPACES FOR ALL THROUGH

Safety audits assessing women's safety in Khan Younis, Jericho, Nablus, Jenin, and the Bethlehem cluster including Beit Jala, Beit Sa hour, and Al Doha and Bethlehem



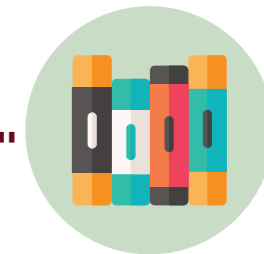
Awareness and advocacy campaigns to promote women's safety in public spaces

Capacity building for municipalities on how to design safe and inclusive public spaces



Development and regeneration of five safe and inclusive public spaces in targeted Palestinian communities

Development of gender responsive public space policy and design methodology for safe and inclusive public spaces



Joint curriculum development with local universities on designing safe and inclusive public spaces



Children playing in a public park in Gaza Strip © UN-Habitat

2

CHAPTER

INTRODUCTION

- About Gaza Strip
- State of public spaces
- Scope and focus
- Objectives and methodology

ABOUT GAZA STRIP

The Gaza Strip is a small Palestinian territory on the eastern coast of the Mediterranean Sea that borders Egypt on the southwest for 11 kilometres and Israel on the east and north along a 51 kilometre border. The territory is 41 kilometres long, and from 6 to 12 kilometres wide, with a total area of 365 square kilometres. The overall infrastructure of Gaza has suffered greatly through the last war; however it is further weakened due to restrictions imposed by Israel on the import of building materials and the other necessary tools for development.

Gaza Strip's population is characterized by a very young age structure, typical of countries with high fertility and relatively low mortality. The population structure shows a high proportion of refugees, which is typical of a post-conflict population. A large local concentration of refugees are in UN-managed camps. These camps have high numbers of persons per housing unit and are overcrowded. They are characterized by high levels of poverty, disorganized planning and lack of public spaces and green areas.

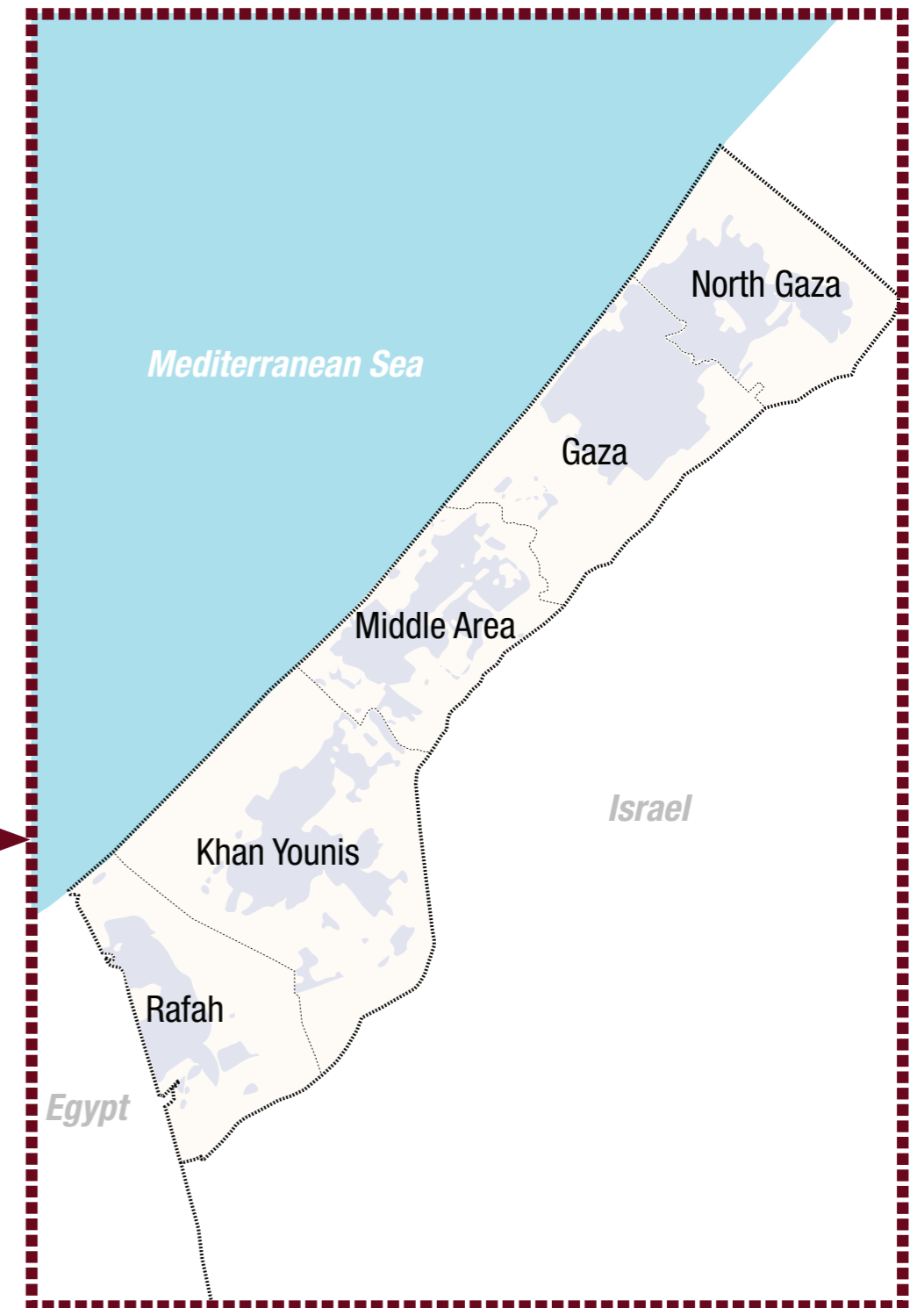
The economic situation of Palestinian citizens in the Gaza Strip reflects the deteriorating condition of the

Palestinian housing sector and is a major cause of economic and social pressure.

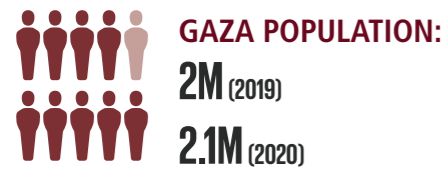
With around 2 million Palestinians, Gaza Strip ranks as one of the most densely populated area in the world. Gaza Strip has an annual population growth rate of 2.91% (2014 est.). Population density in Gaza Strip is 4,986 persons/km² (PCBS, 2015). The population is expected to increase to 2.1 million in 2020. By that time, Gaza Strip may be rendered unlivable, if present trends continue.

Most Palestinians in Gaza are UNRWA-registered refugees, and most live in urban areas. There are around 1.1 million registered refugees, accounting for almost 70% of the population (PCBS, 2008). Eight refugee camps were established in Gaza in the immediate aftermath of the 1948 conflict, but many refugee families have left the camps and bought property, or currently reside on state land. Today, more refugees reside outside than inside these camps (HPG, 2012). The great majority of the population – 81% – live in urban areas, 16% in camps and only 3% in rural areas (PCBS, 2009).

Palestine showing Gaza Strip © UN-Habitat



Map of Gaza Strip © UN-Habitat



URBANIZATION IN THE GAZA STRIP

Gaza Strip is divided into five administrative zones, called Governorates, of roughly equal areas; Gaza City is its administrative and commercial centre. During the first Palestinian-Israeli conflict in 1948 Gaza Strip's population almost tripled with the sudden influx of refugees. In recent years, natural growth, sustained by high fertility rates in a context of stringent restrictions on the movement of people out of the Gaza Strip, has been the key driver of the expansion of the urban areas (HPG, 2012).

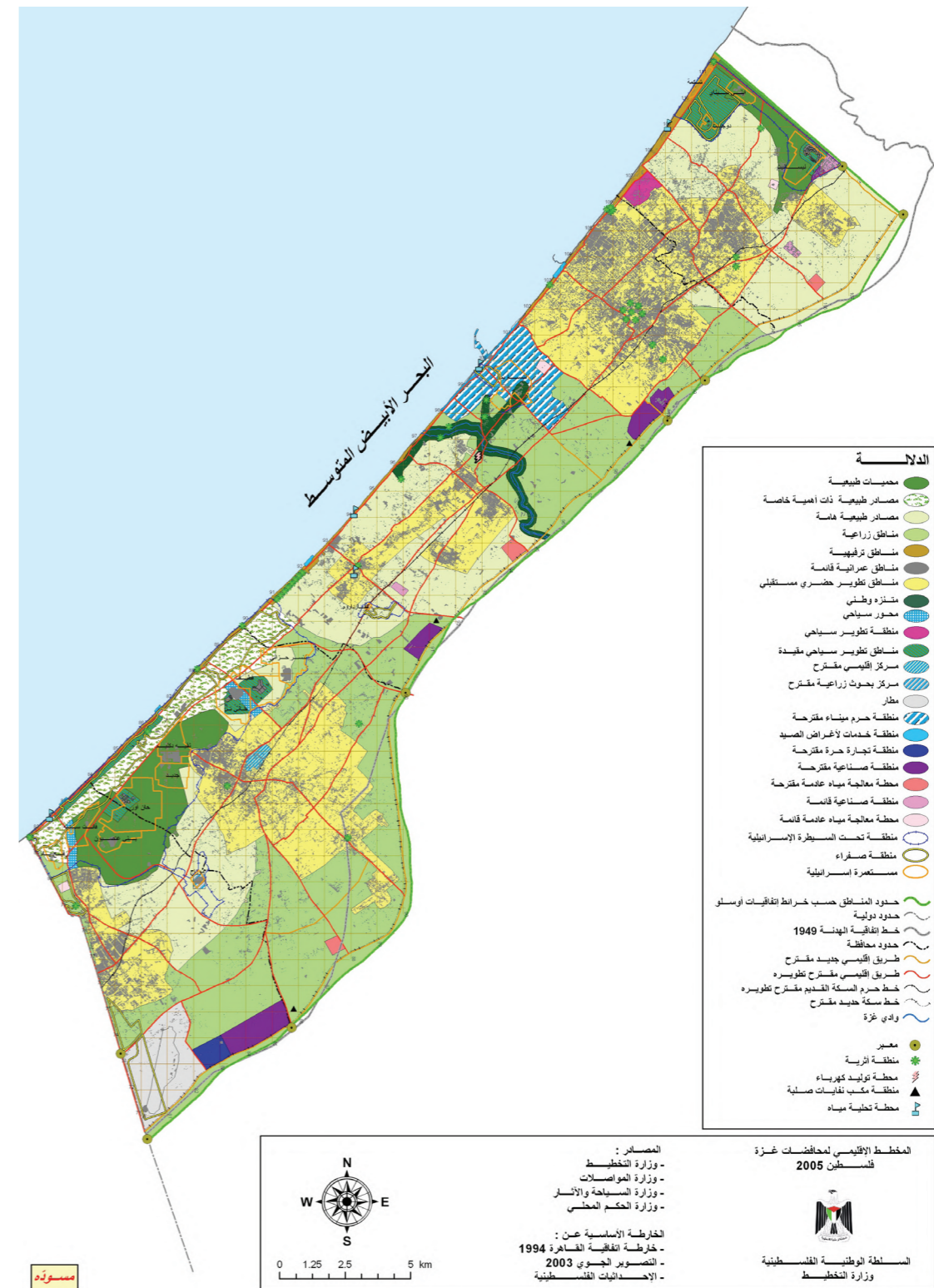
The "Two Core Cities" alternative, which has been adopted by the regional plan assumes that the growth potential will be directed toward the southern and northern areas. Khan Younis City

will be the "mother-city" for a large urban expansion including several of the satellite villages in the south. Consequently, Two Core Cities, one in the north Gaza City and the other in the south Khan Younis City will be the main location for the growing population and returnees. Internal movement towards the Two Core Cities is part of this alternative. In this alternative, Khan Younis City will absorb a large proportion of the growth and developed into a more dominant regional centre of the south. Gaza City will not expand as fast as Khan Younis but will remain the largest regional centre in Gaza Governorates (Almasri, 1999).

The two centres will absorb the returnees with 30% to Gaza Governorate and 70% to Khan Younis Governorate. There will be net internal migration from the three other Governorates to the two regional centres. The population will be directed toward the south, where development of Khan Younis and Rafah will happen quickly, and Khan Younis will be the centre of the south. In the north Gaza City will have a slower growth but will remain the main regional centre of the Governorates. Consequently, the area needed for the increase of population will be large, especially in Khan Younis, exceeding the municipal boundaries spilling over into agricultural land (Almasri, 1999).



Sheikh Hamad bin Khalifa Al Thani City © www.gazaonline.net



مصدر

The Regional Plan, Gaza Strip

URBAN GOVERNANCE

For most of Gaza Strip's history urban planning has been controlled by external actors rather than indigenous ones, and urban planning institutions in Gaza are consequently weak (Abdelhamid, 2006). Land laws were imposed under the Ottomans (1850–1917), during the British Mandate (1917–48), under the Egyptian administration (1948–1967) and under Israeli occupation, leaving Gaza Strip with multiple layers of different planning orders (Abdelhamid, 2006). Under the Israeli occupation urban growth was managed by the military to maximise Israeli control of the Gaza Strip and support Israeli settlements, rather than to promote sustainable urban growth, and infrastructure that was unrelated to the settlements was neglected (HPG, 2012).

The potential role of local authorities allows them to have considerable impact towards sustainable development. Municipalities are responsible for preparing and implementing development plans (including physical plans). In order to fulfil these plans, it is important to have the necessary resources which include human capital, the cost of the materials for producing the plans, and the cost needed for the implementation of investment plans (Elrantisi, 2013).

However, Palestinian governance institutions have limited power and legitimacy as a result of the control exerted by Israel and the administrations that came before its occupation. Gaza Strip's 25 municipalities are decentralised and

economically self-sufficient as they can retain 90% of property taxes, which they collect directly (HPG, 2012). However, the financial resources of most municipalities in the Gaza Strip have been diminished in the last few years due to the current situation.

One of the main purposes of any planning process is to advance the principles of transparency and accountability for municipalities in order to assist them in leading by example in their own governance and practices. Municipalities form part of an overall legal and constitutional system within their respective bodies, and are accountable to various

parties, including legislative bodies and the public. Municipalities are also responsible for planning and conducting the scope of their work and using proper methodologies and standards to ensure that they promote accountability and transparency over public activities, meet their legal mandate and fulfill their responsibilities in a complete and objective manner.

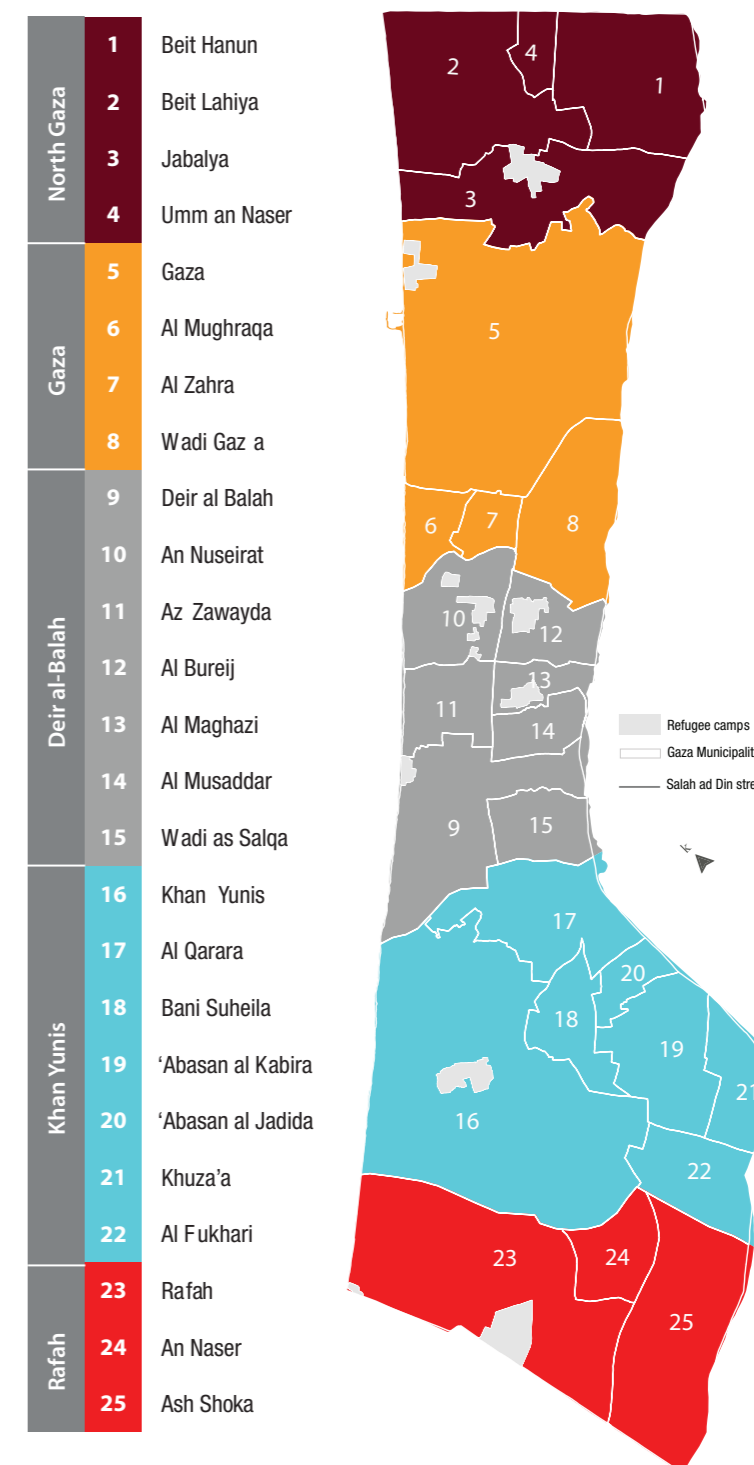
The Municipal Development and Lending Fund (MDLF) was established in 2005 as an autonomous juridical entity to accelerate Palestine's drive toward self-sustained, decentralized, prosperous, and credit-worthy local government. The main objective of

the Fund is to encourage the flow of financial resources from the Palestinian Authority and various donors to the Palestinian LGUs and other local public entities to improve the delivery of local infrastructure and municipal services, to promote economic development and improve municipal efficiency and accountability. In addition, the MDLF aims to enhance mobilization of donor assistance, strengthen intergovernmental financial transfers and pro-mote emergency response capacity (MDLF Website).

Mandated activities held by Municipalities

Role of Local Government Units (LGUs)	
Activity Field	Activities
Technical Field	Town planning and road construction
	Building licensing and control
	Water supply, construction and management
	Sewage management, construction and control
	Building demolition
	Public transport
Financial/Health/Technical	Public markets management
	Licensing of trades and businesses
Health/Technical	Public health, collection and disposal of solid waste
Administrative/ Health/Social	Public entertainment control
Social/Health	Hotel operation control
Technical/Administrative/ Social	Public parks
Cultural/Social	Cultural and sport activities
	Control of peddlers and open markets
	Advertisement control
	Budget and LGU personnel
Administrative/Financial	Management of LGU assets
	Weights and measures control
Mixed	

Administrative boundaries of Gaza Strip and its Governorates



LAND AND HOUSING

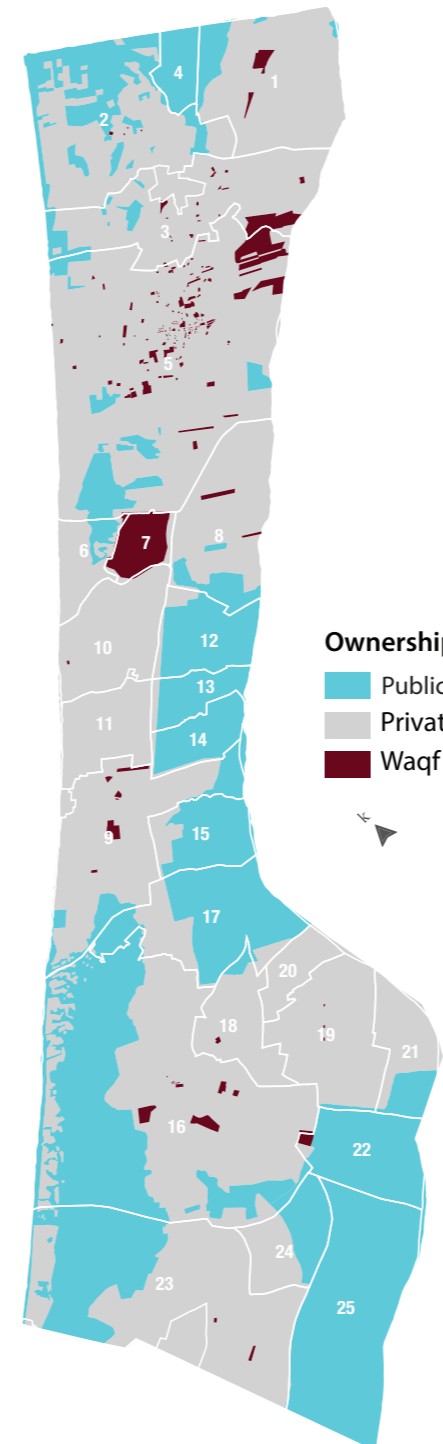
To address the needs of the population in Gaza Strip, 25 municipal authorities are in charge of providing services including water, sanitation, construction, maintenance, solid-waste collection, public parks, sports and cultural institutions. These municipalities are also responsible for urban-planning, issuing of permits and the facilitation of development of housing units to accommodate the growing displaced population.

In the aftermath of the 2014 Israeli attacks on Gaza, at least 150,000 homes across Gaza have suffered

minor to serious damage. In rebuilding housing, there is also a need to include the re-development of related infrastructure in order to improve local living conditions. This can include the building of key roads and routes in order to facilitate reconstruction, storage, and waste-disposal. Similarly, the “soft” infrastructure of health and education institutions is badly needed, alongside community spaces for culture and sport. While rebuilding efforts will primarily focus on housing as a first stage of recovery, community-based planning is critical to ensure long-term, sustainable, and resilient development (ISOCARP, 2015).

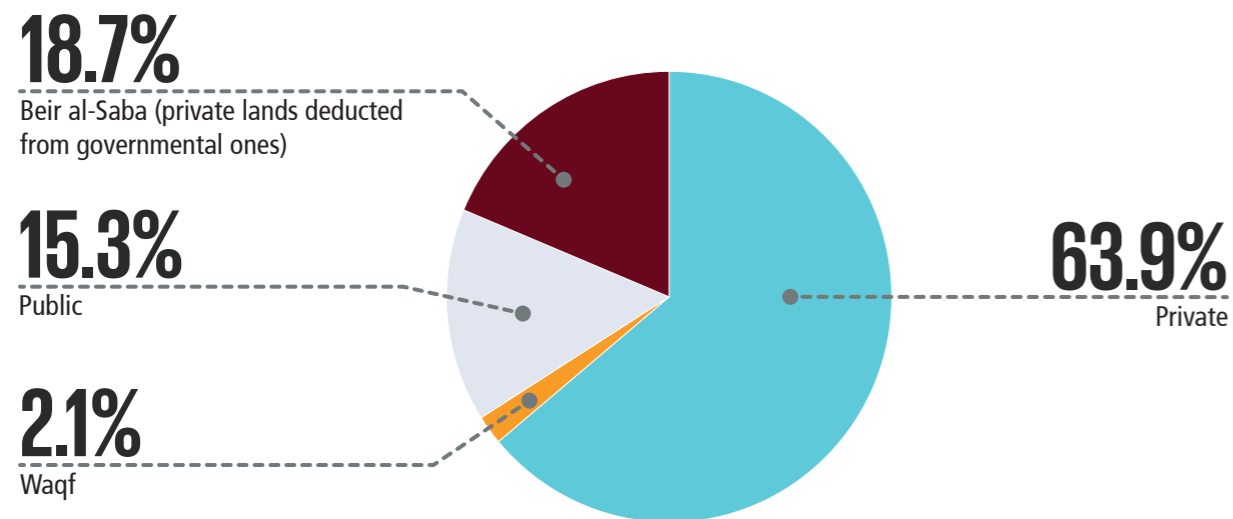
LAND OWNERSHIP

Land ownership in Gaza Strip is classified into four types; public, private, Waqf and Beir al-Saba. The following graph shows that most (63.9%) of Gaza Strip’s land is privately owned and public land represents only 15.3% of Gaza Strip land (Ministry of Planning, 2008).



Map of land ownership of Gaza Strip

Land Ownership in Gaza Strip



Gaza Strip © Flickr/www.infopal.it



Wadi Gaza © Flickr

STATE OF PUBLIC SPACES

Often the state of public spaces is characterized by a lack of appropriate enabling frameworks, weak political will and the absence of the means for public engagement. In recent years, however, UN-Habitat has observed a remarkable rise in the number of cities that have used public space as a key lever for urban development. Cities have used public space to improve mobility and access to basic services, making their environment safer and crime-free, stimulating economic activity and investment, preserving historical and cultural assets or facilitating urban renewal and inclusiveness.

IMPACT OF PLANNING AND DEVELOPMENT REGULATIONS ON THE PUBLIC SPACE

Building regulations govern the management and development of the urban environment. Inadequate regulations can be among the major barriers preventing innovative mayors and urban managers from creating reforms and overcoming the pressing challenges of their cities and urban systems. Reviewing and amending the existing planning laws and regulations becomes an important necessity; the planning and building laws prevailing in the West Bank and Gaza Strip are old and needs to be adjusted to fit the existing and the future Urban Development needs. Actually, the adequate percentage of public facilities

and green areas and the optimal ratio between built-up area and open spaces cannot be achieved within the existing building regulations which are mostly out of date.

Urban planning in Gaza Strip has been ruled mainly by the British Mandate's 1936 TPO (Town Planning Law No. 28), where Egyptian and Israeli administrations approved it. However, the law stated that "A District Commission shall have power from time to time to make by-laws in respect of all or any town planning area within its District". The Palestinian Housing Council, in cooperation with UN-Habitat exerted great efforts to make use of this right and develop new by-laws and adopt new set of building regulations that correspond with the local condition of each town or city in the Gaza Strip. The joint efforts of PHC and UN-Habitat started to update the master plans of 9 municipalities with specific planning of 18 of their districts.

The main character of the new sets of regulations is that it enables architects to design diverse urban forms as the new regulations fix Floor Area Ratio (FAR) and leave the possibility to shape varying forms in terms of heights and geometric arrangements. Thus, encourage residents to increase heights and minimize plot coverage area so that maximum open space can be provided; this is especially important in the Gaza Strip where land is scarce and the region is highly populated (Elshakra, Zeyad, Sadawi, Usama, at.el, 2019).

The current building regulations of the different land uses in the Gaza Strip structural plans

Land use	Min. Parcel area (m ²)	Max Plot Coverage Area (ground floor)	Floor no.	Maximum height (m)	Setbacks		
					Front	Side	Back
Residential (B)	250	60%	G+4	20	According to street line	2	2
Residential (C)	250	80%	G+4	20	2	1	1
Sub- agriculture	2500	200m ²	G+2	10	5	4	4
Agricultural	5000	200m ²	G+1	8	5	4	4
Commercial axes	250	70% (land specified for commercial shops)	G+4	22	According to street line	0-to depth 12 m, then 2m setback	2
Public areas	Building is not allowed in this area until a detailed plan is prepared						
Green areas	Building is not allowed in this area at all						
Light industrial area	Building is not allowed in this area until a detailed plan is prepared						
Roads (existing-proposed)	Building is not allowed in this area at all						

CHALLENGES AND OPPORTUNITIES

The Palestinian planning system is governed by an incomplete policy and regulatory environment and institutional fragmentation. On the one hand, old laws govern many aspects of urban planning and have not been updated to reflect modern realities.

Another problem in the current building regulations in the Gaza Strip is the issue of building densification. Building density is increased by increasing plot coverage area rather than increasing the height (No. of floors). For example, residential areas class (B) and (C) have the same number of floors and just defer in the plot coverage area which is (60%) and (80%) respectively (Elshakra, Zeyad, Sadawi, Usama, at.el, 2019).

Residential areas class (C) usually

exist in the core of the cities and the building intensity has been increased there by increasing the plot coverage area due to the existence of traditional buildings and to correspond with the high price of the land inside the city center. In new urban centers, the building intensity has to be increased by increasing the number of floors while at the same time decreasing the plot coverage area to keep enough open spaces for recreation, lighting and natural ventilation. Such new housing patterns are expected to intensify the building in the area and at the same time save more lands for agriculture, open spaces, and green areas.

In addition, the current building regulations which depends mostly on determining the minimum setbacks and the maximum height (No. of floors) limit the ability of architects

to shape the urban form. A new set of regulations that depend on determining the maximum allowable built volume can be examined to formulate better urban space relationship.

For example a new pattern which has the same FAR as class C can be considered (both can have FAR = 4); this new proposed pattern can have plot coverage area = 50% and Max No. of floors = 8 (in contrary to class C which has plot coverage area = 80% and Max No. of floors = 5). Such new housing patterns are expected to intensify the building in the area and at the same time save more lands for agriculture, open spaces, and green areas.

One of the examples to introduce this kind of regulations is the new urban development areas which have

been proposed by UN-Habitat/PHC project in Wadi Gaza master plan. The main character of the new sets of regulations in these areas is that both enable architects to design diverse urban forms as the new regulations fix FAR and leave the possibility to shape varying forms in terms of heights and geometric arrangements.

As these new classes do not exist in the current building practices, it is necessary to discuss this matter and other related issues with the upper level administration related to urban planning in the Palestinian Territories to adjust the current norms to allow for more building density in future development, while maintaining a good proportion between the residential blocks and the open spaces within it (Elshakra, Zeyad, Sadawi, Usama, at.el, 2019).

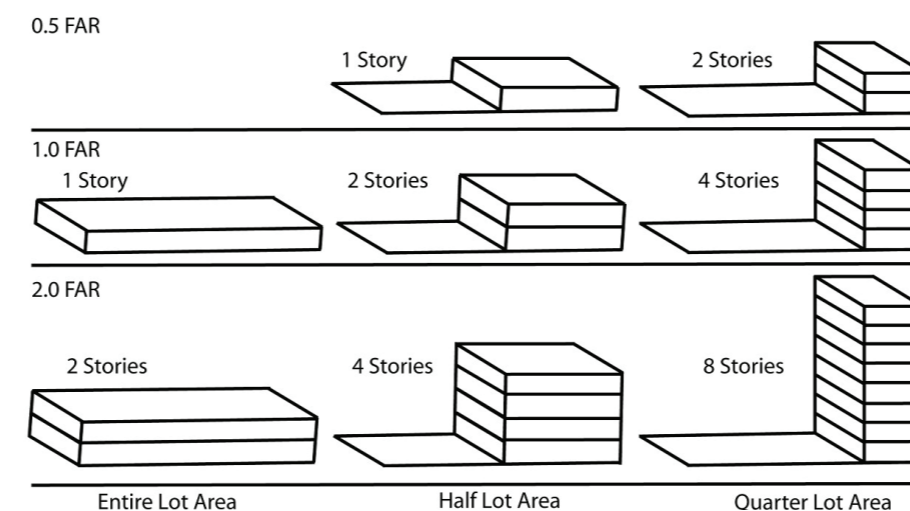


Urban setting in Khan Younis, Gaza Strip © Flickr/Cissonga

New set of regulations in Wadi Gaza New Master Plan

Area	Min. Plot Area	Plot Coverage Area	FAR (Floor Area Ratio)	Max. Height	Setbacks (as in the plan)		
Urban Development Area (A)	500	40%	1.6	18	-	-	-
Urban Development Area (B)	400	50%	2	20	-	-	-
Urban Development Area (C)	300	60%	2.4	22	-	-	-

FAR as a Tool for Land Densification Through Vertical Resettlement



Boys running in a street in Khan Younis, Gaza © Flickr/Alberto Hugo Rojas

SCOPE AND FOCUS: KHAN YOUNIS

Historically, the city of Khan Younis functioned as a station for commercial caravans. It gained special significance for its strategic location connecting the Nile Valley to the Fertile Crescent, Egypt, and the Arabian Peninsula. The khan served as resting stop for couriers of the barid, the Mamluk postal network in Palestine and Syria. At the end of the 19th-century the Ottomans established a municipal council to administer the affairs of Khan Younis, which had become the second largest town in the Gaza Strip after Gaza itself.

The city's name is formed of two words – Khan meaning hostel and Younis, which refers to Prince Younis Dawadar (who was the executive secretary, one of the high-ranking officials of the Mamluk sultan Barquq) who built a garrison in 1387 for soldiers guarding travellers and pilgrims on their way to Jerusalem and Mecca. The khan and the growing town surrounding it were named “Khan Younis” after him. The town square is bordered by this impressive historic fortress that dominates the view (PECDAR, 2019).

GEOGRAPHIC AND DEMOGRAPHIC FEATURES

Khan Younis Municipality is a part of the eastern coast of the Mediterranean Sea, 25 kilometres south of Gaza and is considered the center of Khan Younis Governorate (Figure 7). It is located on the cross of latitude 31.212 north and longitude 34.18 east, and it is adjoined by Rafah city from the south, Al Qarara city from the north, eastern villages from the east, and the Mediterranean Sea from the west. Regarding its location in Palestine, Khan Younis City is on the far south west of Palestine, 15 kilometres north of the Egyptian borders, and 4 kilometres from the Mediterranean Sea and it is 50 m above sea level. The total area of the city is 54.5 km², it is the biggest city in terms of area in the Gaza Strip and it is the second largest city concerning population after Gaza City.

PCBS population estimation (2013) illustrated that Khan Younis Governorate's population reached 369,048 inhabitants. Khan Younis governorate is bordered from the north by Deir al-Balah, from the south by Rafah, from the east by the green line, and the Mediterranean Sea to the west. Khan Younis is considered the largest city in terms of area and its population represent one fifth of the total population of Gaza Strip (Alastal, et al., 2019). Khan Younis Governorate area is about 116 square kilometers, which represents 30.59% of Gaza Strip area. Khan Younis Governorate includes a number of towns; Bani Sohaella, Abassan Kabera, Abassan Jadida, Khozaa, AL-Qarara and AL-Foukhariy. Khan Younis city municipality includes (Downtown, Camp, AL-Amal, AL-Baten AL-Samen, AL-Mahta, AL-Kateba, AL-Sattar, Quezan AL-Najar, Quezan Abu-Rashwn, Sheikh Nasser, Maan, AL-Jalaa, AL-Tahreer, AL-Mawassi, AL-Nasser, AL-Salam, AL-Manara, Goret AL-Lout and AL-

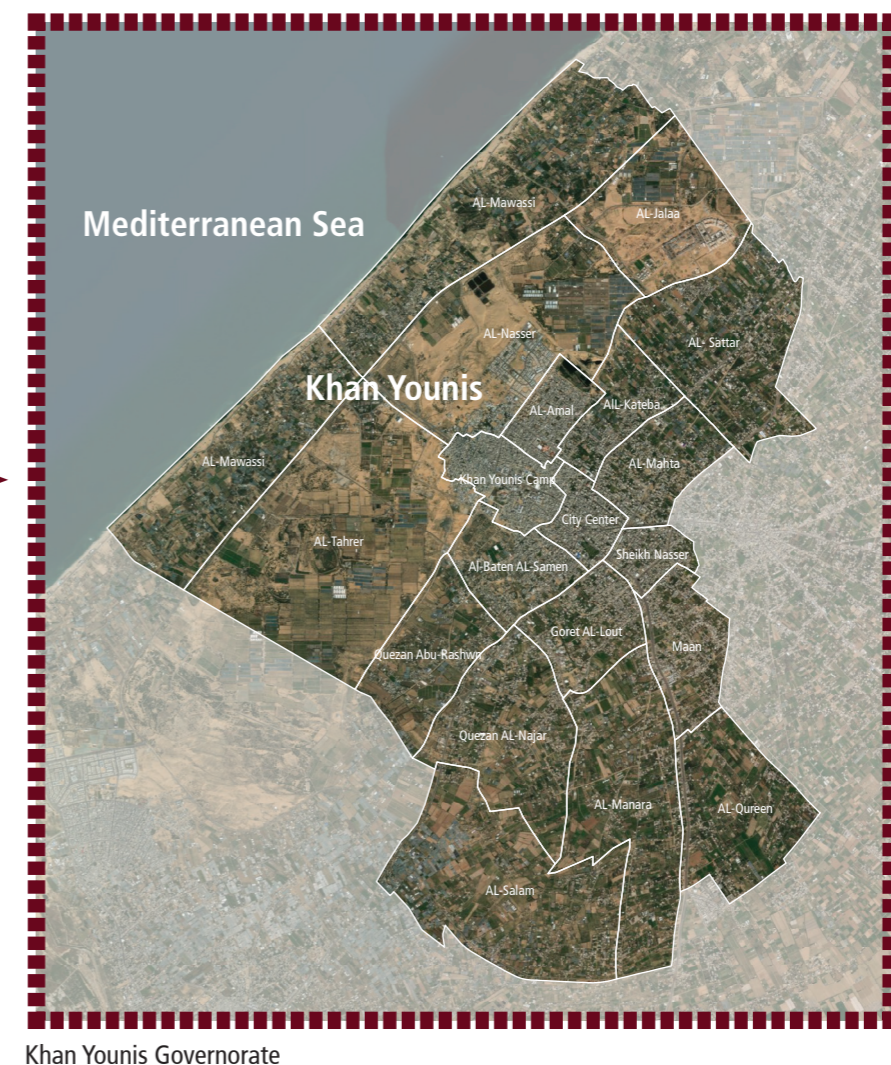
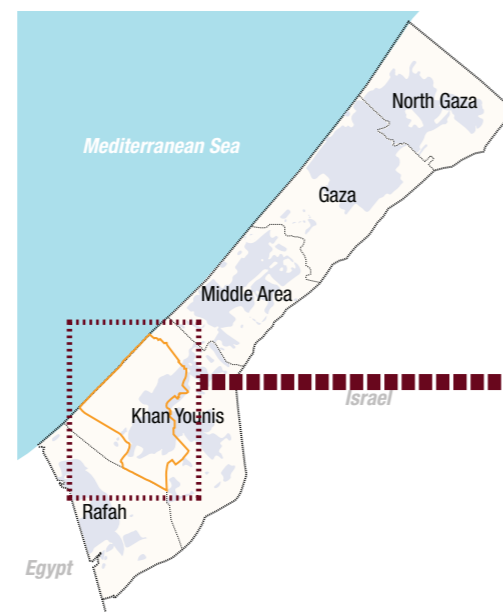
Qureen) (Shaheen, 2014) (Figure 7).

The population of Khan Younis was 351,934 by the end of 2016 (PCBS, 2017). According to the Palestinian Central Bureau of Statistics, Khan Younis had a population of 142,637 in 2007 with a growth rate of (4.23%) and 202,000 in 2010. It represents 19% of the Gaza Strip total population. The number, according to an official census in 1922 during the British mandate, was nearly 3890 inhabitants, and then it increased to

7248 in 1931. The growth percentage between censuses 1922 and 1931 was 76% with annual growth estimated by 7%. In 1946, population was approximately 12350 live on an area of 2.5 km² in that time. Thus, the population in 1946 estimated by 4940 for each km², and it was highly concentrated on the city center around Barqoq Castle.

After 1948 the Nakba (Catastrophe), in which Israeli troops occupied Palestinian territories and many of

citizens were expelled from their lands to Gaza Strip, the UNRWA established refugees' camp in the northern western side of Khan Younis city, on sand hills between the city and the sea shore. The camp includes mix of refugees who left their original lands and settled in Khan Younis and it is worth mentioning that the population distribution in the camp area is based on the town of origin.



Khan Younis Governorate

SOCIO-ECONOMIC ASPECTS

Infrastructure in Khan Younis city faces many challenges in terms of water, sanitation, electricity, health, and education. Others are in terms of reconstruction and maintenance areas, the continued provision of services to citizens due to the blockade, lack of funding as well as increased pressure on resources. Rapid population growth and limited land resources result in a very high and increasing population density.

Khan Younis is the second largest urban area in the Gaza Strip after Gaza City. As of 2012 Khan Younis

had the highest unemployment rate in the Palestinian territories. The town became an important centre for trade and its weekly Thursday market drew traders from neighbouring regions. Khan Younis is a market town for agricultural produce from the surrounding villages. It serves as the principal market centre of the southern territory's southern half and hosts a weekly Bedouin souk ("open-air market") mostly involving local commodities. So, it is worth a visit on Wednesdays and Thursdays during the weekly, colourful Bedouin Market,

where merchants sell everything from embroidery to fish. There also are several cafes around the town centre where visitors can sit down to eat local food or sip Arabic coffee.

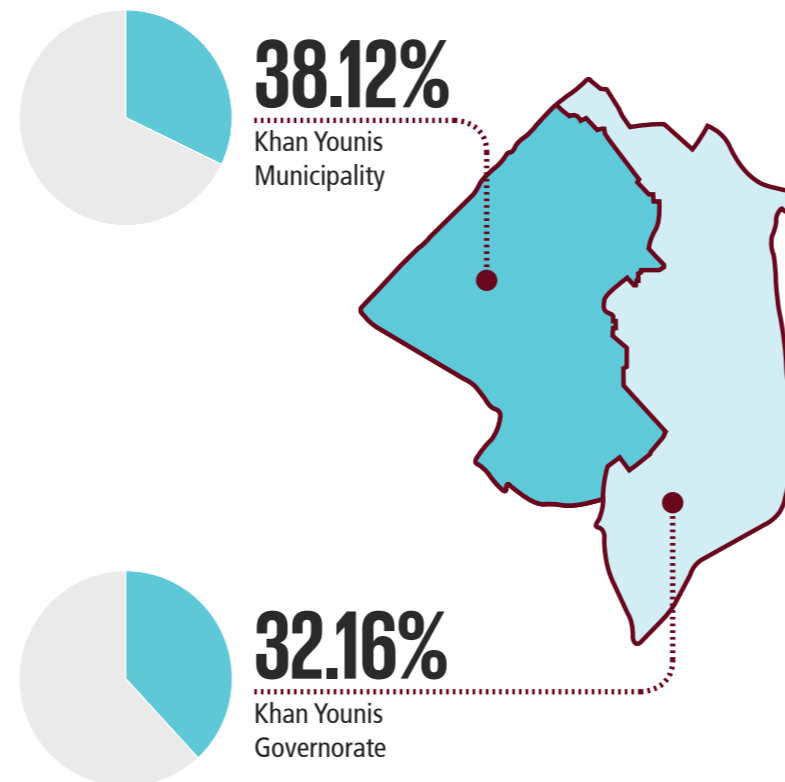
The total area of the governorate is (116 Km²), but municipal authorities reach (97.8 Km²). The cultivated area in Khan Younis is (37.3 Km²), where (10.7 Km²) are cultivated via green houses, in addition to (13.7 Km²) are dedicated to seasonal crops in grain open fields and (12.9 Km²) are dedicated to fructification cultivation.

This means that (38.12%) of Khan Younis municipal authorities areas are cultivated land area and (32.16%) of the total governorate areas are cultivated land. Besides, about (18.1 Km²) are arable lands. Khan Younis governorate master plan for 2013 identified built up area of (23,000) dounms, which represents (23%) of the total master plan area, compared to (950) dounms which are dedicated to industrial and commercial use and representing about (1%) of the total master plan area (Shaheen, 2014).



Khan Younis Castle © Khaled Safi

Proportion of cultivated land in Khan Younis








Bedouine market © Flickr/Tinkie Kat

OBJECTIVES AND METHODOLOGY OF THE PROJECT

OBJECTIVES OF THE OPEN PUBLIC SPACE ASSESSMENT IN KHAN YOUNIS

The inventory and assessment of Open Public Spaces in Khan Younis City was carried out with an aim to:

The results of the assessment will inform strategic and policy recommendations, particularly to improve safety and security, accessibility and inclusion for women and girls.

-  **Investigate the Accessibility of the public spaces in the Municipality.**
-  **Understand the Distribution of the public spaces in the Municipality.**
-  **Understand the Network of the public spaces in the Municipality.**
-  **Assess the Quality of the public spaces in the Municipality (Accessibility, Use, Comfort, Facilities, Safety, and Green Coverage).**
-  **Establish the share of urban land that is used as open public spaces in Municipality.**

PRE-FIELDWORK PREPARATION

1

Developing the Assessment Tool

UN-Habitat team in collaboration with the Ministry of Local Government (MoLG) developed structured questionnaire to guide the classification and analysis of the existing open public spaces. The developed form constituted from two main sections as follows:

Section A: Public space assessment

Part 1: Identification of the open public space

Part 2: Types of the public space assessment

Part 3: Physical facility assessment

Part 4: Accessibility assessment

Part 5: Use assessment

Part 6: Comfort assessment

Part 7: Green coverage assessment

Section B: Safety assessment

Part 8: Safety Assessment

Part 9: Perception of Safety

The questionnaire was then uploaded into Kobo toolbox application that is an open source and digital and allow for validation on the ground, remote administration, and working under different conditions.



2

Preparation of GIS Base Map

In collaboration with Khan Younis municipality the first version of GIS base map was prepared, including several GIS layers such as: administrative boarders, existing open public spaces, main streets, public facilities, land use, and neighborhood boundaries.

Updating the base map was critical prior to commencing the data collection step, the main objective of this task was to validate the existing public space in terms of location, area, ownership, and use, and to identify any other available public spaces that were not reflected on the base map. For this purpose, a team comprised of 10 surveyors were assigned and equipped with key maps that enabled them to identify the public spaces and verify their associated data. For further verification, the updated base map was demonstrated to the municipality staff to validate and confirm the updated public spaces base map that included 60 additional open public spaces. After careful and precise verification, the total number of cleared and verified open public spaces was 122 in addition to 29 commercial sections that the team decided to assess along with the identified public spaces.

3

Mobilizing the Assessment Team

UN-Habitat assigned a national consultant - urban planning expert - to support in conducting city-wide public space assessments, with a specific focus on providing safe, inclusive and accessible public space for women and girls, especially in the most disadvantaged communities. The consultant is responsible to lead and facilitate the safety audit survey in Khan Younis City and to discuss and present the findings from the assessment to the key stakeholders.

The team was made up of 20 individuals living in Khan Younis city, selected in cooperation with Khan Younis municipality, and drawn from diverse backgrounds. The selected team members were selected based on their prior experience in conducting field assessments inside the Khan Younis city, this was envisaged to facilitate navigating the local landscape as they are knowledgeable about the targeted neighborhoods.



4

Training Sessions

Two training sessions were held in Khan Younis to provide better understanding of the task ahead, the trainings were divided into two main parts A) Theoretical Part: during this session the project's main objectives, scope, and intended results were highlighted. In addition, the trainees were introduced on how public spaces are identified globally and what criteria and measures that should be in place to ensure they are safe, inclusive, and gender responsive. The final section was introducing Kobo toolbox, how it works, and the content of each section in the developed questionnaire and how to respond to each question;

B) Practical part: this session focused on how to configure and set up Kobo toolbox on their mobile phones and how to fill, edit, validate, and send finalize forms. These steps were followed by practical testing of the application in the adjacent open public spaces, and open discussions on practical concerns and possible challenges that may arise throughout the fieldwork..



DATA COLLECTION QUALITY CHECK AND DATA CLEANING

5

Data Collection

The team (20 surveyors) were divided into 10 groups (one male and one female each) and set of field visits were assigned to each group taking in consideration the closeness of the assigned locations for each group to maximize the efficiency and to reduce travel times.

The questionnaire included different methods to harness data required for reliable assessment of public spaces:

- A) Observations: data related to the physical components of public spaces, and number of users were injected based on the surveyor's observations in the field;
- B) Photos: minimum of three photos were mandatory to finalize the form, the photos were very helpful for assessing the nature of the public space and to verify its respective data as well;
- C) Sound Measurement: the surveyors were able to reflect the noise levels through voice recording tab that is an indication of comfort level of the public space;
- D) Semi-Structured Interviews: to assess the safety from the users' perspectives, the surveyors conducted number of interviews for each entry, people living adjacent the targeted public spaces were interviewed when the public spaces were vacant during the field visits.

To facilitate the fieldwork and make sure that the generated data from the field are appropriately linked with spatial data (GIS base map), each group received assigned work plan that included public spaces' ID, area, name, category based on fieldwork done to update the GIS dbase, and their code on the aerial maps. In addition, each group were handed the aerial map of the neighborhoods that include the targeted public spaces.

Most of the sites were visited over the weekends – afternoon, to ensure that the field visits are running during the peak hours, and number of sites were visited in mornings due to their functions such as markets and commercial sections.



6

Challenges and mitigation measures

Throughout the fieldwork stated from 24th Oct to 7th Nov 2019, the highly sensitive security measures in Gaza Strip, coupled with recent family disputes in two neighborhoods in Khan Younis were the major challenges for the team. During first two days, the groups were intercepted by police officers, despite the coordination done by the municipality before starting the survey and ID cards that the team members were holding. Moreover, the team was advised they can't do the assessment unless there is a direct communication between the municipality and members of community representative committee members. This challenge was immediately communicated to the municipality representatives, who were very cooperative and did immediate coordination with all community representative committees and prepared a written statement for each group to facilitate their field work. The task worked very smoothly afterwards.

In some public spaces, conducting five interviews with users was a challenging task due to several reasons, including but not limited to:

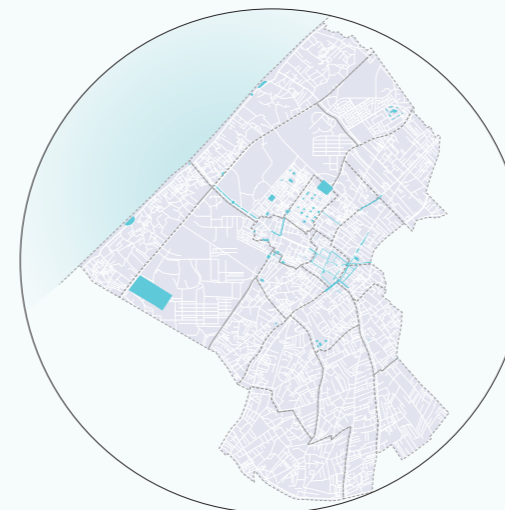
- The public space is close to security sensitive areas;
 - The public space is far from urban areas;
- The public space is located in areas that witnessed a recent family dispute.

The team members did their best to conduct interviews with people living adjacent to these locations, in order to collect reliable information related to the safety measures in the targeted public spaces.

7

Data Cleaning

The data was cleaned and verified to ensure precise data analysis and hence reliable finding. This included omitting duplicate entries for the same field visit, entries for privately-owned public spaces, entries that were uploaded during the training sessions. Out of total 188 entries, 17 were found to be privately-owned public spaces, 11 were found to be duplicate entries, 10 were uploaded during the training sessions. This leads to total number of verified entries of 150 for 105 public spaces and 29 commercial sections, taking in consideration that number of public spaces and commercial sections were visited more than one time to assess the variation in their function over different times on daily/ weekly time scales.



8

Updating GIS map

GIS database was updated prior to data analysis, this included reshaping of number of public spaces and deleting number of public spaces that was identified as privately-owned public spaces. The GIS database includes the Public Space ID that is considered key cell that link the spatial data with the data generated from Kobo Toolbox.



3

CHAPTER

SITUATIONAL ANALYSIS

- General state of public spaces
- What are the amenities present in public spaces?
- How are people using the public spaces?
- Who are the users of public spaces?
- What are the opportunities for 'stay' in public spaces?
- How accessible are the public spaces?
- What are the safety concerns in the public space?
- Which dimension are strong in the public spaces?

GENERAL STATE OF OPEN PUBLIC SPACES

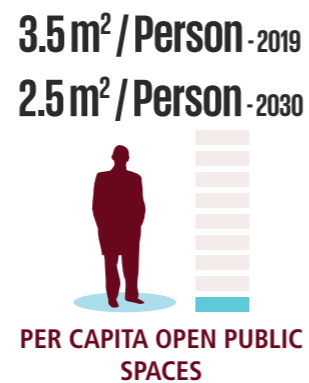
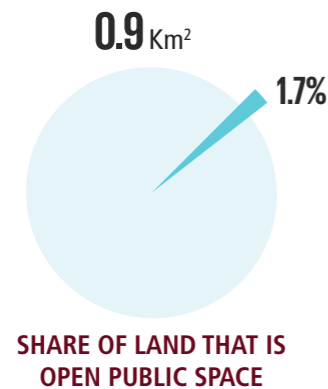
LOW SHARE OF LAND THAT IS OPEN SPACE

High quality, safe, inclusive and accessible green and public spaces are a key anchor for inclusive cities. When properly planned and designed, especially with a gender lens, and built around major public destinations, public spaces build local economies, civic pride, social connection and human contentment. They serve as

'safety valves' for a city, where people interact as civic equals, gather to celebrate, grieve, honor, remember, exult and protest.

Aggregately, the area of open public space measures 0.9 square kilometers, representing only 1.7% of urban land. This is against the internationally recommended optimum of 15 - 20%

which is also supported by UN-Habitat. Computed against the population, the per capita open public space in the city is 3.5 square meters which is below the national standard of 5 square meter per capita. This is projected to reduce to 2.5 square meters by 2030. This is a wakeup call for the city to embark on providing more public spaces.



AREA:
53.9 Km²

POPULATION:
258,911 - 2019
361,076 - 2030

Note: Legends (least, moderate, most) – These are aggregated values of the indicators in that dimension. E.g. Harassment (few cases) meaning less than 33 per cent of the types of harassment (ogling, following, stalking...) were present in the public space. The values are 0-33%, 34-66%, 67-100% (where 100 could be better performing or worse depending on the dimension).

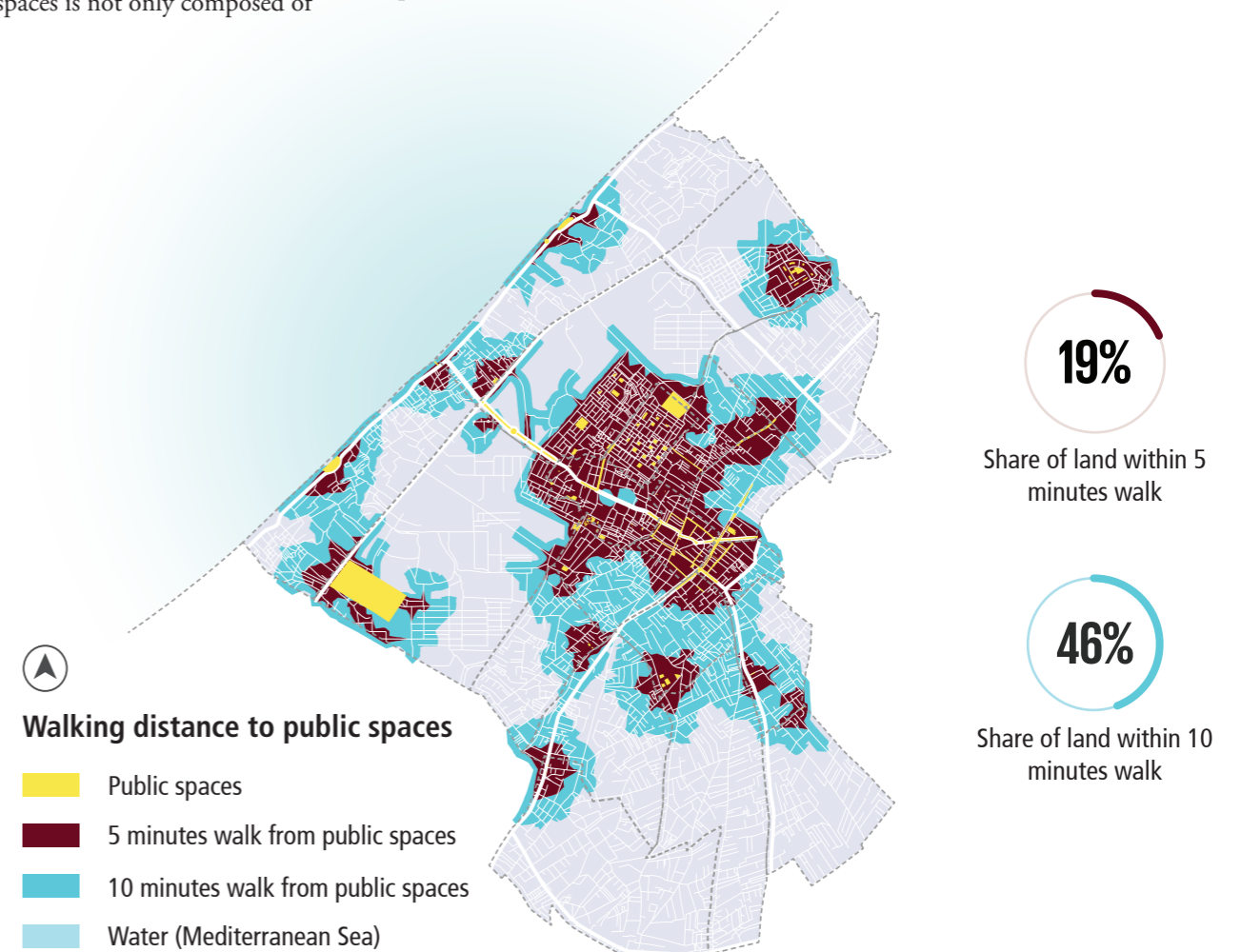
LACK OF A NETWORK OF PUBLIC SPACES

Public space is a principal structuring element in cities, towns and villages. It is a critical urban infrastructure for promoting continuity and ordering territories. It has an inherent ability to create and or reinforce a strong local identity, environmental quality, economic competitiveness and a sense of collectiveness. It can also be used to reconnect a fragmented city, ensuring that no one and no place is left behind. It is worth noting that a network of public spaces is not only composed of

isolated spaces (squares, playgrounds, parks and gardens) but also by the links between the different spaces and the complementary relations established between them, and the city at large. Primary links are river systems, public transport routes, and continuous, safe and dedicated walking and cycling infrastructure and networks.

In Khan Younis, eighty-one percent of urban land does not have public space within 5 minutes' walk, and only

forty-six percent of the urban land has open public spaces within ten minutes' walk. Studies show that the average distance most people will typically be willing to walk before opting to drive is considered to be 400 meters, coverable in five minutes. Others use 1,000 meters, coverable in ten minutes. It is also worth noting that many people, especially women and girls, will walk only if it is easier, safer and more interesting than driving.



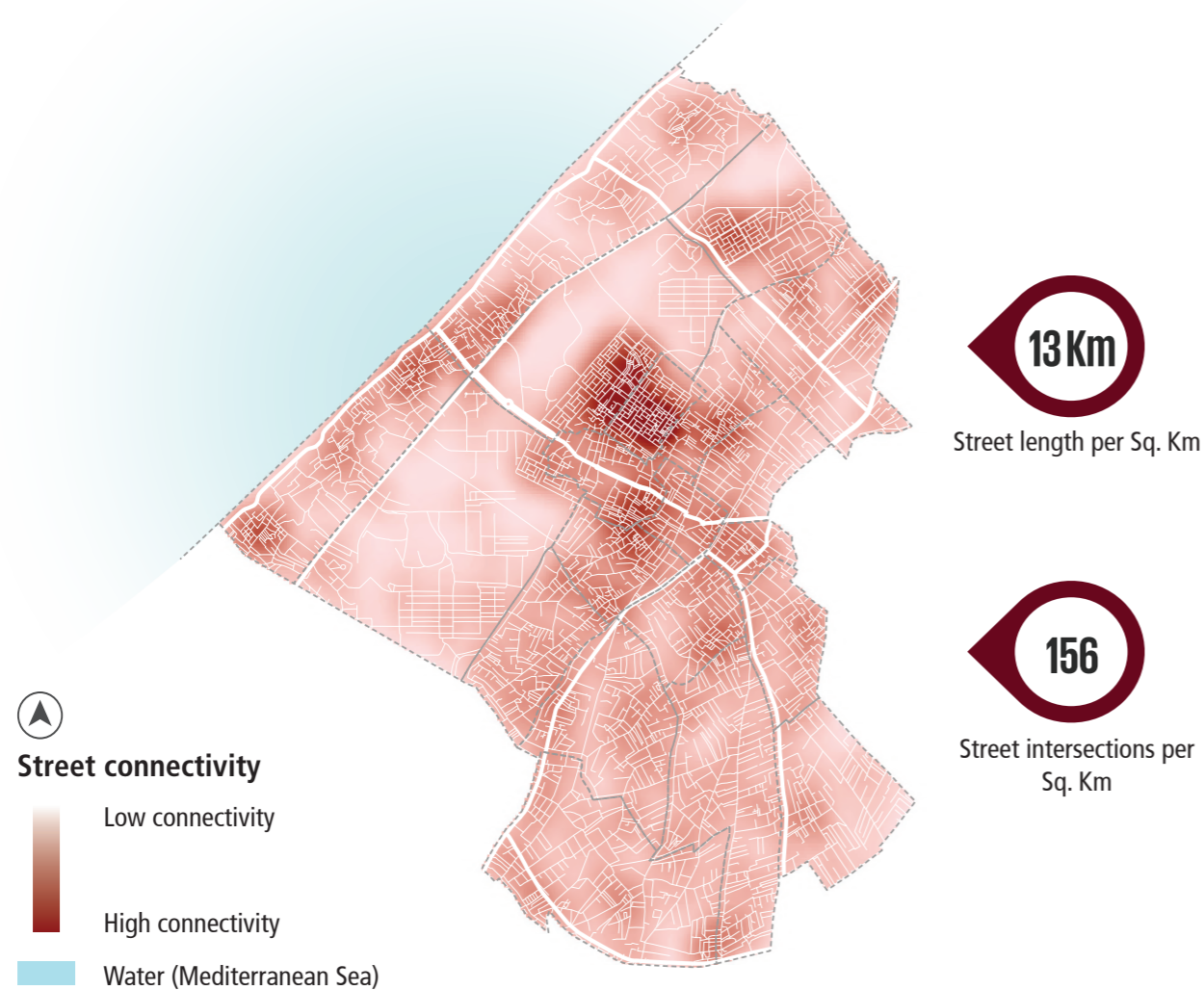
WEAK STREET CONNECTIVITY

Efficient street connectivity is associated with better accessibility, mobility, efficiency and ultimately, prosperity. Street connectivity is one built environment feature that has both direct and indirect correlations to active transport, subsequently improving eyes on the street. UN-Habitat recommends an optimum length of eighteen kilometres of street length per square kilometre, with smaller blocks. The

survey found that Khan Younis has an average of thirteen kilometres of street length per square kilometres. The town centre is the most connected, with a higher connectivity.

Besides street connectivity, intersection density is another measure of how walkable a city is. Street intersection density is a measure of the number of intersections (nodes) per square kilometre of land. Adequate amount

of intersections within an urban area increase points where vehicles, cyclists and pedestrians can join streets moving in different directions across blocks, therefore reducing connection distance. The survey shows that the number of street intersections per square kilometre is 156. Overall, the municipality needs to strengthen street connectivity in order to ease congestion and improve walkability.

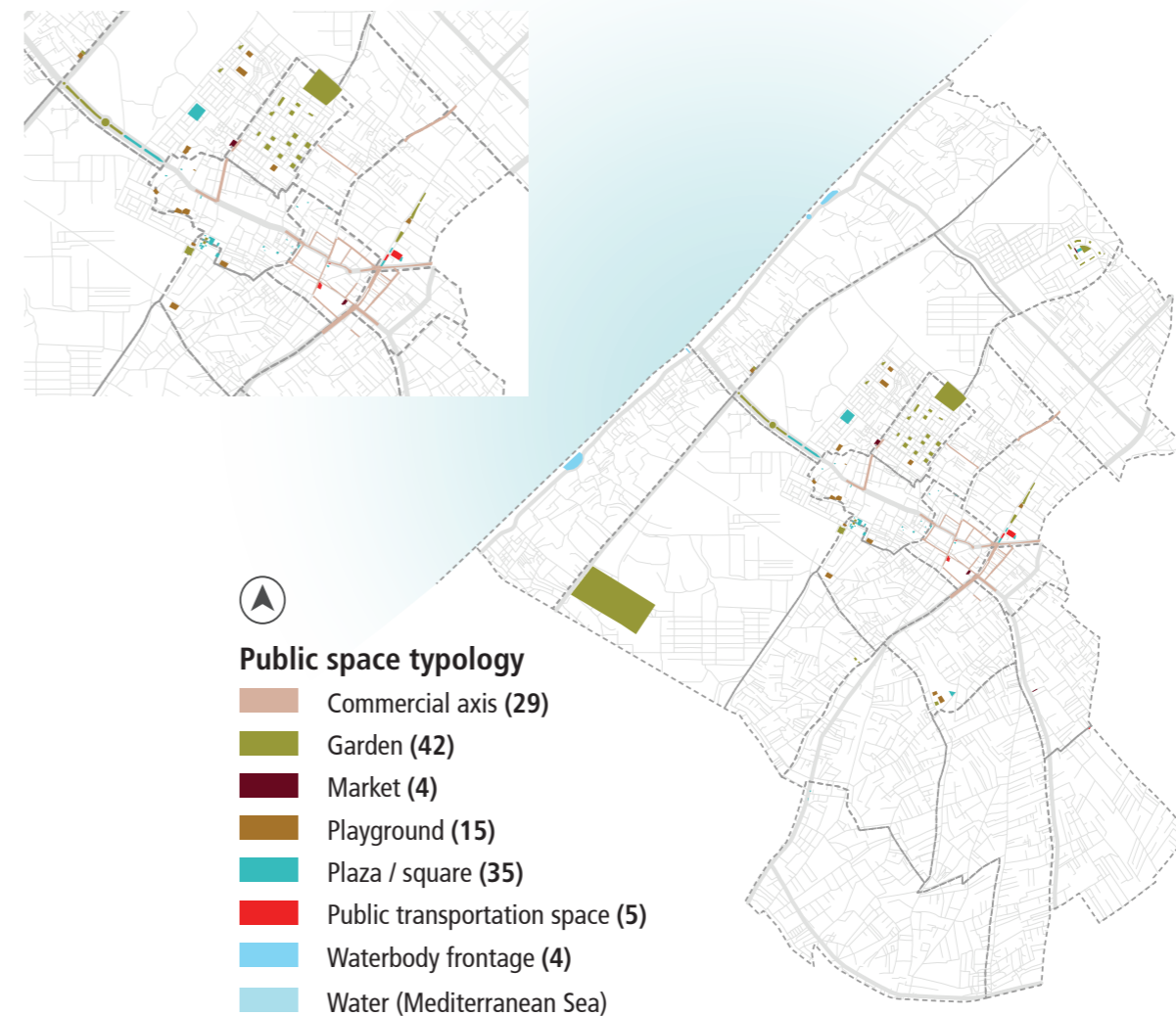


GARDENS AND PLAZAS ARE THE MOST IMPORTANT SPACES

Public space takes various spatial forms depending on size and use. They include parks, gardens, playgrounds and community squares/courtyards among others. In the city, there are seven different typologies of public spaces including gardens, plazas, markets, commercial axes, public transport space, water frontage and playgrounds. The settlement has forty-

two public gardens, thirty-five plazas, twenty-nine commercial axes, fifteen playgrounds, five public transport spaces, four public markets and four waterfront related public spaces. From the survey, it is apparent that gardens and plazas are the two most dominant public spaces, suggesting their importance.

Planning, designing and building safe public spaces for women and girls also means analysing the various typologies of public spaces, who uses them, when and for how long. It also involves reflecting on who does not use which typologies of public spaces, when and why. These provide an entry point to start re-imagining public spaces as people places.



GENERAL STATE OF OPEN PUBLIC SPACES

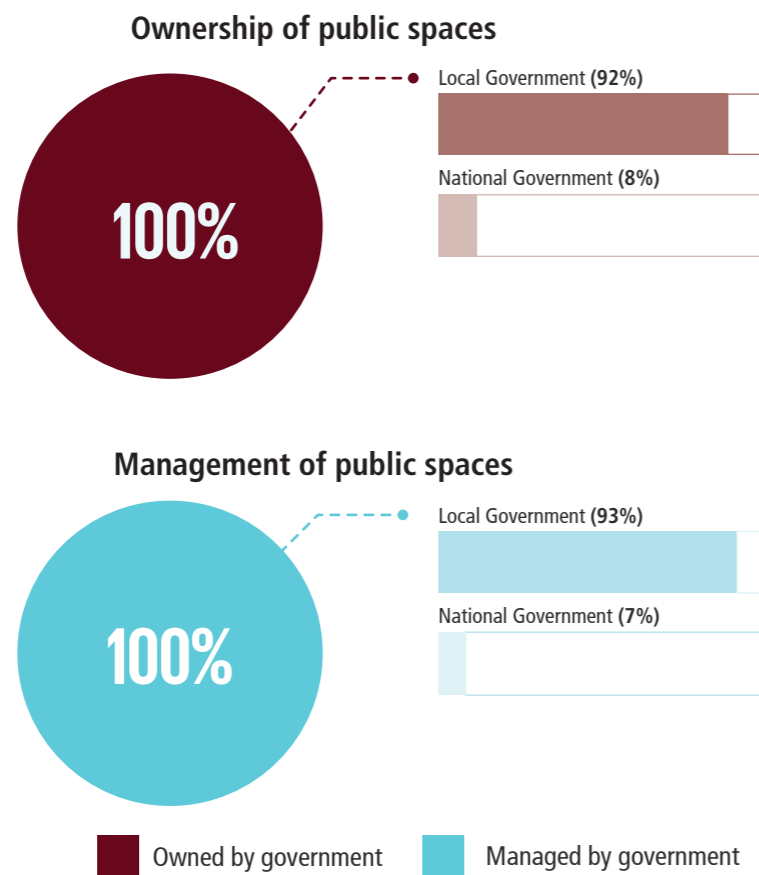
WHO OWNS AND MANAGES PUBLIC SPACES?

Appearance of a place can reduce the fear of crime and chances of mischief and delinquency, adding to effective vigilance. At the same time, people are drawn to and tend to stay longer in public spaces that offer interest, stimulation and comfort. Further, they are more likely to linger if there's somewhere comfortable to sit, there's protection from adverse weather, there's

fresh air to breathe and the overall environmental quality is satisfactory. At the centre of this is a clear ownership and pragmatic management.

The government is the main custodian of Open Public Spaces in Khan Younis, owning all public spaces in the city. The local government is the custodian of ninety-two percent of public spaces

while the national government holds the remaining eight percent in trust for the Palestinian people. The survey also found that the municipality manages ninety-three percent of the public spaces, with the remaining seven percent being managed by the national government.

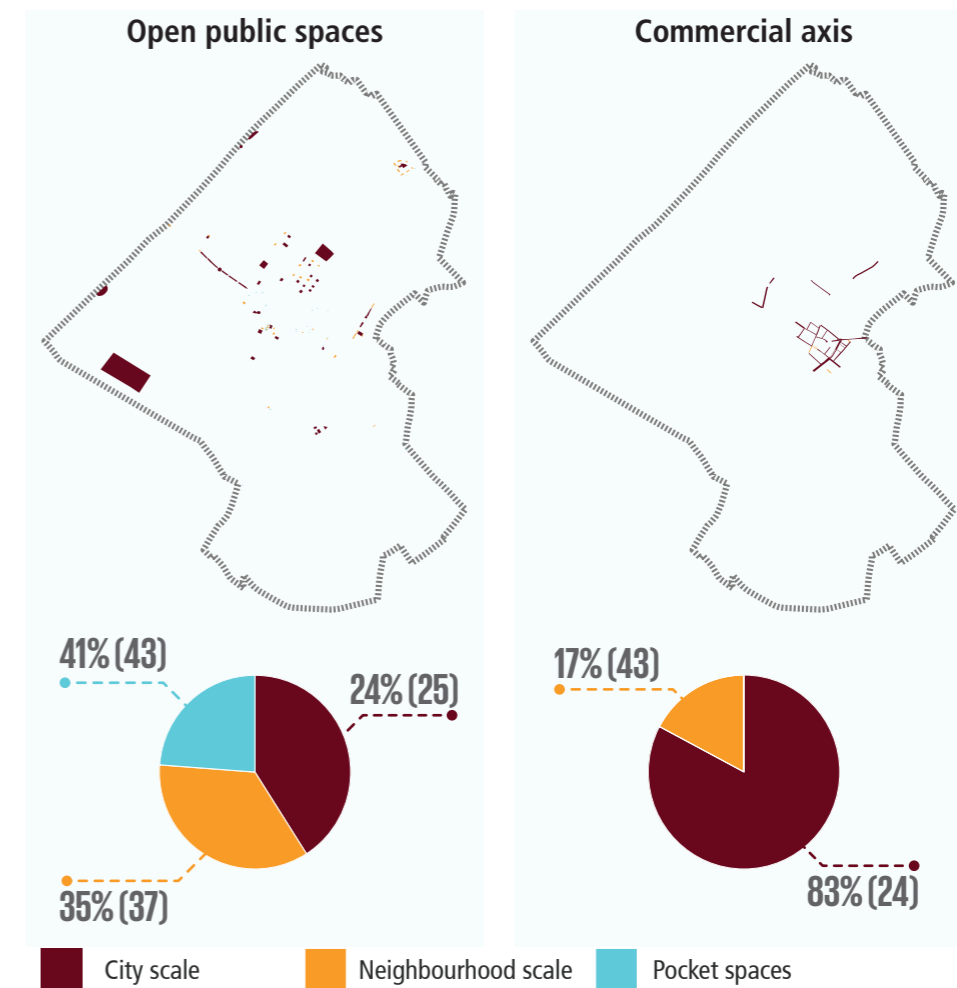


SCALE AND DESIGNATION OF PUBLIC SPACES

The study found that all public spaces in Khan Younis are formally designated public spaces. This implies that the public spaces are a result of deliberate planning by public authorities. The spaces were classified into three broad categories namely: city level spaces, neighbourhood level spaces and pocket parks. While city level and neighbourhood level public spaces are categorised based on their location

and catchment area, pocket parks are predominantly defined by their sizes. Khan Younis has twenty-five city scale open public spaces, thirty-seven neighbourhood scale open public spaces and forty-three pocket parks. In addition to the open public spaces, the city has eighty-three per cent city level and seventeen percent neighbourhood level commercial axes.

Neighbourhood level public spaces are public spaces which are predominantly used and experienced by people living within the neighbourhood in which the spaces are located while city level public spaces are public spaces which have a wider catchment area (used by people from different parts of the city). Pocket parks on the other hand are small public spaces measuring less than 400 square metres.



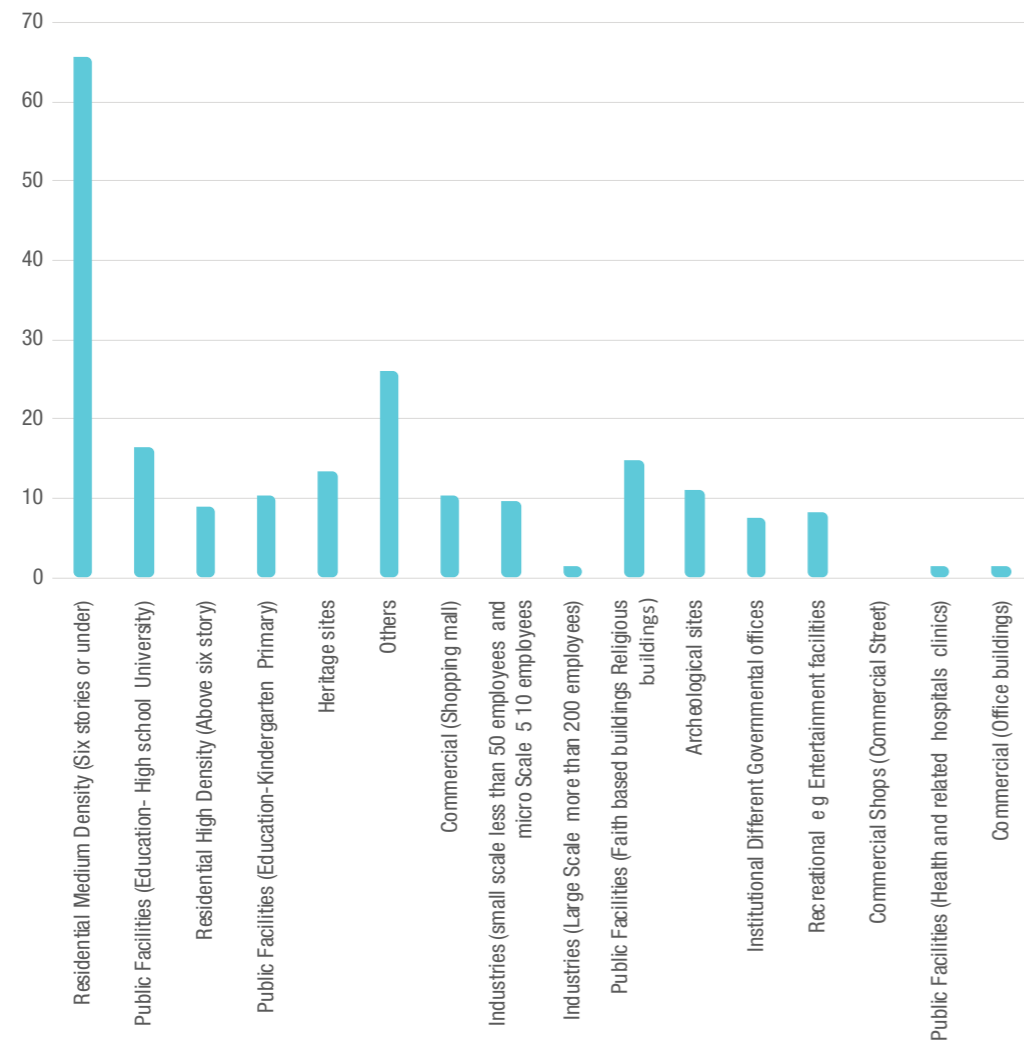
MAJOR ADJOINING LAND-USE TO PUBLIC SPACES

The types of land uses adjoining a public space can have a significant impact on the perception of safety in the space, especially among women and girls. Compatible land uses such as commercial (retail) and or residential activities tend to promote a positive perception of safety in public spaces. This is primarily because these land uses tend to generate higher footfall,

resulting into more ‘eyes on the street.’ Sixty-six public spaces are located in high density residential neighborhoods. This means that the spaces are located in neighborhoods where they can have the highest impact. This is important for the safety of women and girls, especially because they can have spaces in close proximity of their homes, and they can keep an eye on their children

while playing. At the same time, ten public spaces are located in places where there are commercial land uses.

The study further found that ten public spaces are located in close proximity to kindergartens and primary schools. This is especially important for promoting an active lifestyle among school going children.



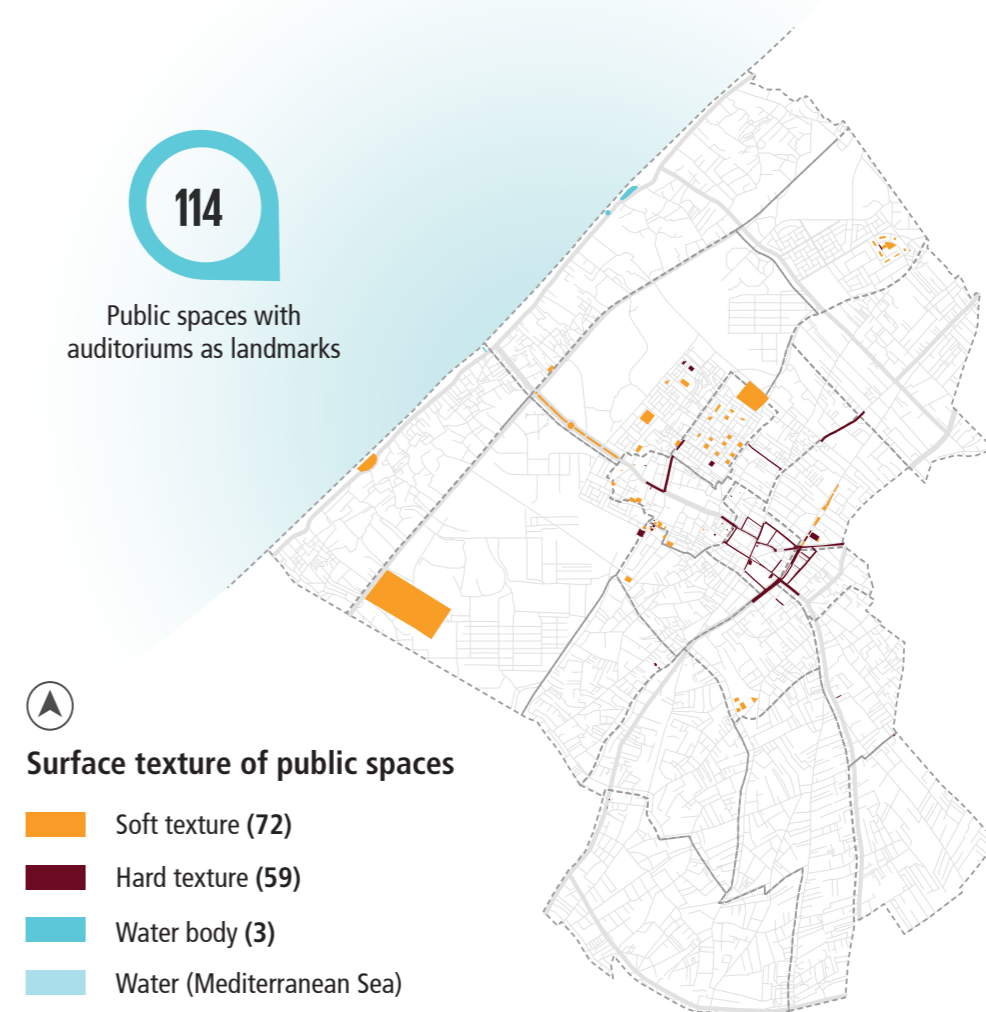
WHAT IS THE TEXTURE AND EXISTING LANDMARKS IN PUBLIC SPACES?

Public spaces with soft texture represent an important component of any human settlement. They play a critical role in cooling cities and in the management of surface water runoff. As part of the green infrastructure in cities, public spaces with soft surfaces provide opportunities for urban water management and ground water recharge. When planned well as part of a larger citywide network, green and public spaces (with soft texture)

reduce risks to grey infrastructure from such hazards as flooding, facilitate sustainable land management and restoration, and build resilience to extreme weather. In Khan Younis, seventy-two public spaces were found to have soft surfaces and fifty-nine have hard surfaces. The remaining three are predominantly water bodies.

Landmarks are one of the five elements of the city image. They define the

city and aid way-finding. Similarly, they are one of the defining elements of a public space. At a macro level, public spaces themselves can also serve as landmarks. They occur in various shapes, forms and sizes including significant trees and small padlocks. The main identifiable landmarks in public spaces in the city are auditoriums. These are present in one hundred and fourteen public spaces.



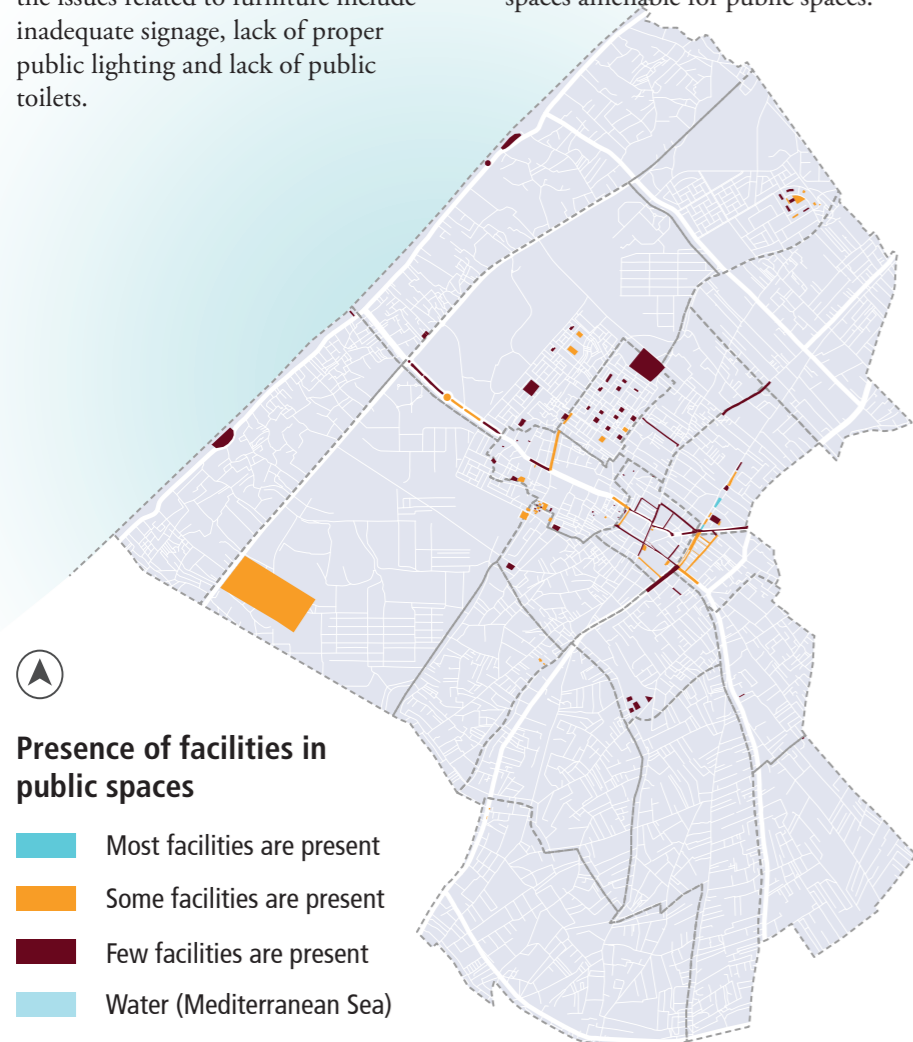
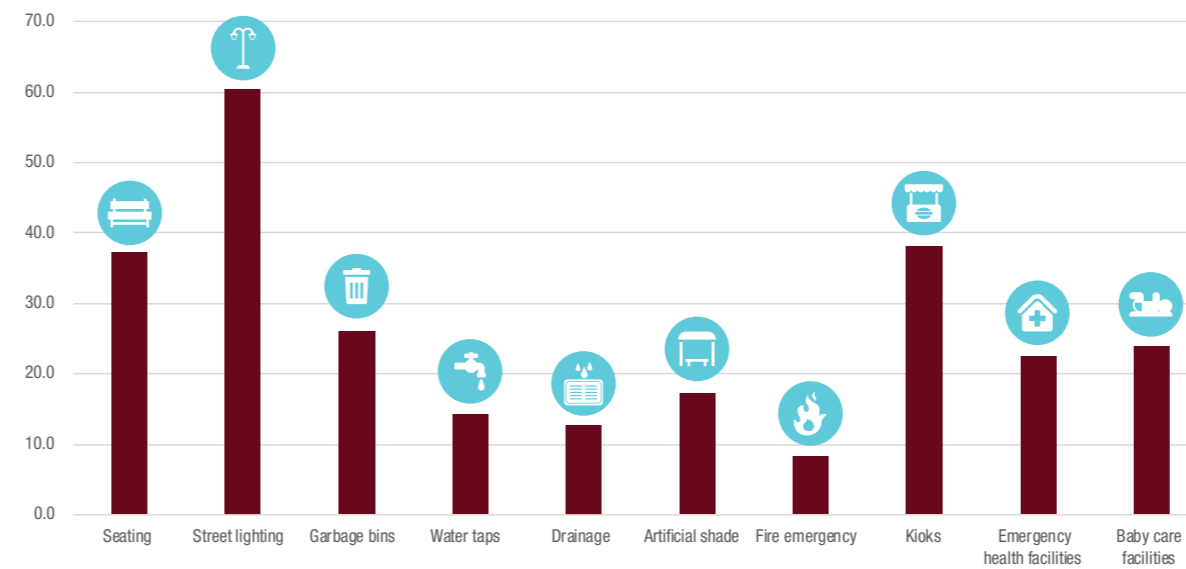
HOW SAFE ARE PUBLIC SPACES?

WHAT ARE THE AMENITIES PRESENT IN THE PUBLIC SPACE?

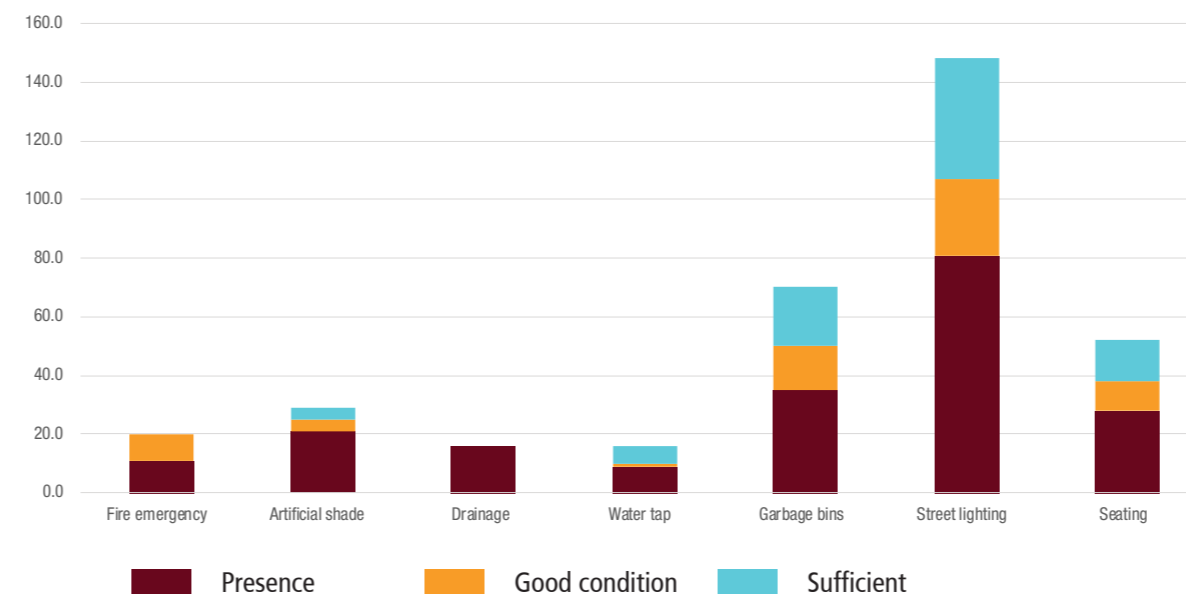
When appropriately designed and well integrated into public spaces, furniture and amenities can draw people to public spaces, adding to the experience of using the spaces and making people feel safe, relaxed, welcome and involved. On the other hand, poorly designed, poorly placed and poorly maintained furniture and amenities in public spaces make women and girls in public spaces vulnerable to crime, harassment and violence. Some of the issues related to furniture include inadequate signage, lack of proper public lighting and lack of public toilets.

Landscape furniture and amenities available in the open public spaces in Khan Younis include street lighting, available in sixty percent of the public spaces, seating opportunities, available in thirty-seven percent of the spaces, baby care facilities, available in twenty-three percent of the spaces, kiosks, available in thirty-eight percent of the public spaces and artificial shade to provide shelter. These are some of the furniture and amenities that make the spaces amenable for public spaces.

PERCENTAGE OF PUBLIC SPACES WITH VARIOUS FACILITIES



PERCENTAGE OF PUBLIC SPACES SHOWING PRESENCE AND CONDITION OF VARIOUS FACILITIES



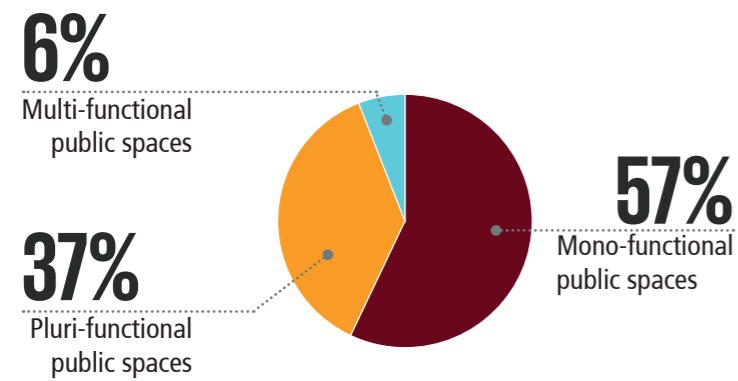
Seating in Khan Younis © UN-Habitat

HOW ARE PEOPLE USING PUBLIC SPACES?

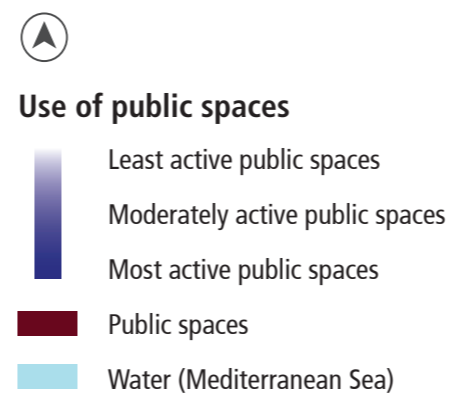
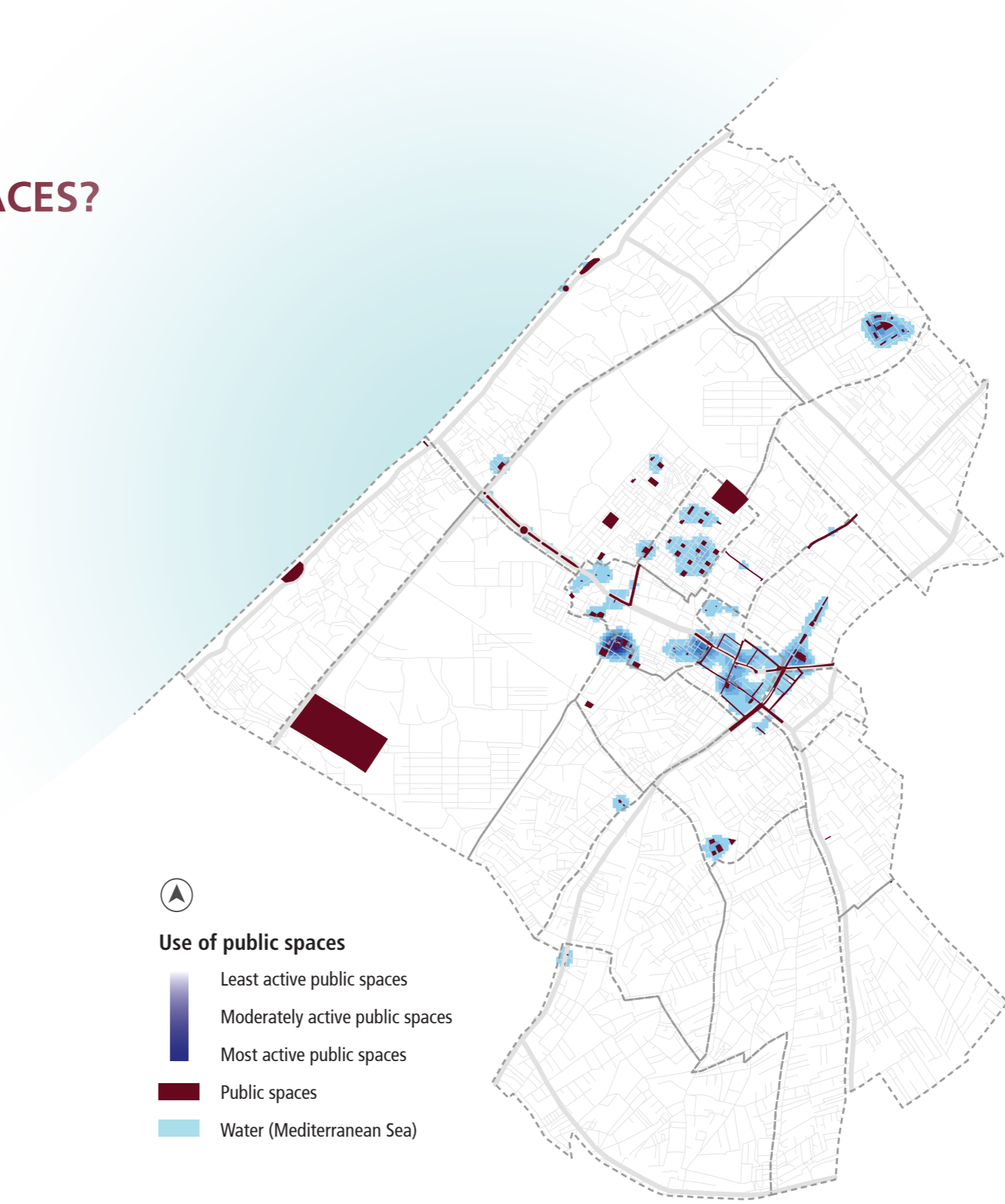
Across scales, mix of activities and diverse uses in public spaces such as eateries, play, zumba, open theatre and gym among others attract people and make the environment safer and friendlier to linger and spend time in. The multiplicity of activities, uses and attractions generate activities that contribute to a positive perception of urban safety and security.

In Khan Younis, the inventory found that multifunctional public

spaces accounted for just six per cent of spaces, pluri-functional spaces accounted for thirty-seven percent of the spaces, while mono-functional public spaces accounted for fifty-seven percent of all the spaces. Essentially, the results indicate that more than half of the public spaces in the city only have single uses. This suggests that the spaces are deserted at given times of the day, potentially compromising the perception of safety by women and girls.



Children playing in Khan Younis © UN-Habitat



WHO ARE THE USERS OF PUBLIC SPACES?

A city's public spaces are symbols of collective wellbeing and possibility and important places for political deliberations, demonstrations and agonistic struggle. They are places where people go to see and be seen, and where people from all walks of life interact as civic equals.

The inventory found that in twenty-three percent of public spaces, women, especially between the ages of thirty to fifty-nine, were mainly alone. The same pattern was observed across different

age groups of the female gender. Group gatherings of women of the age bracket thirty to fifty-nine were recorded in only 5% of the spaces.

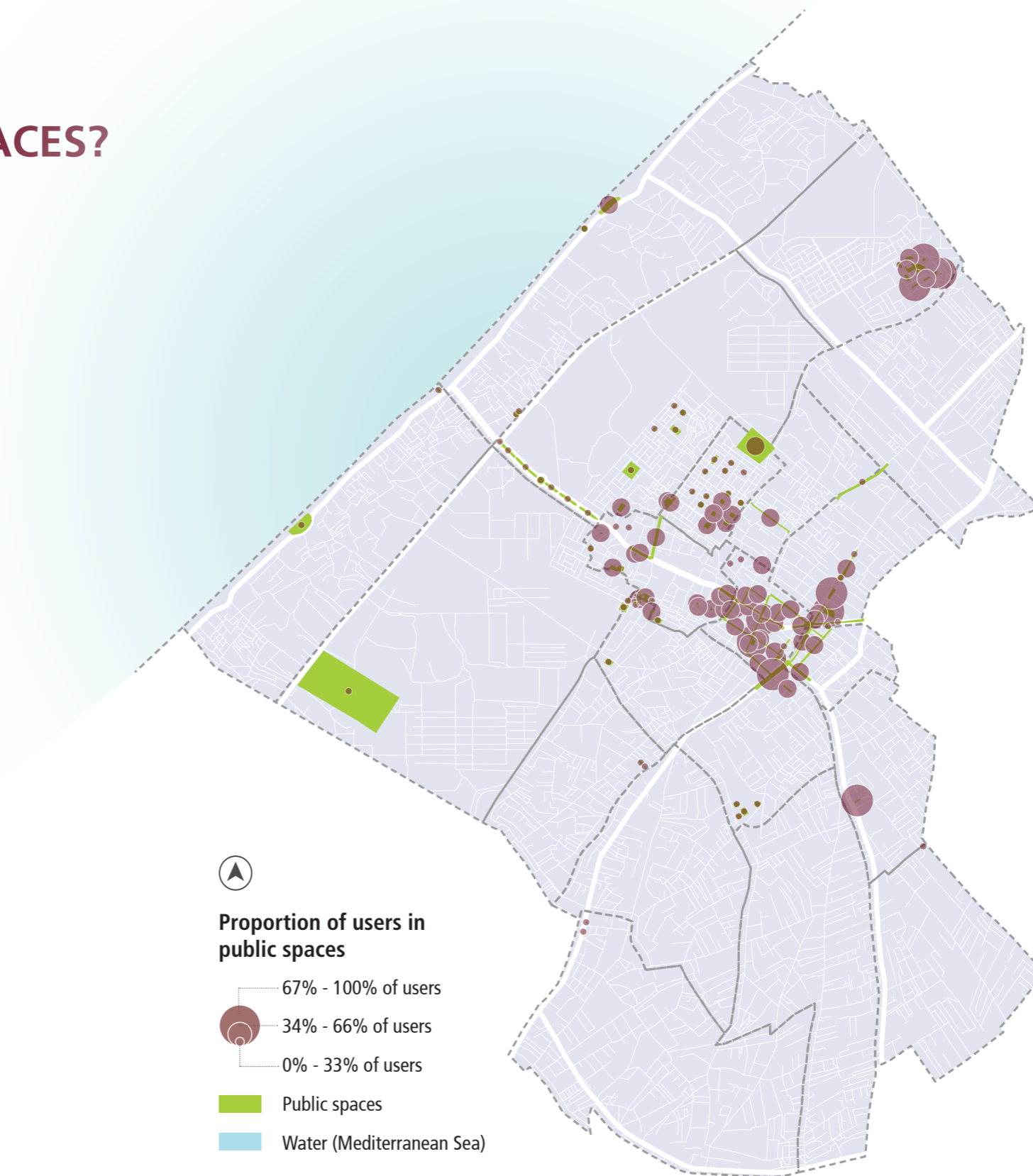
Looking at users of public spaces by age, women of ages thirty to fifty-nine were the most dominant female users of public spaces, present in just twelve percent of the spaces. From the findings, it is clear that there is a need for targeted strategies to invite more women and girls into public spaces.



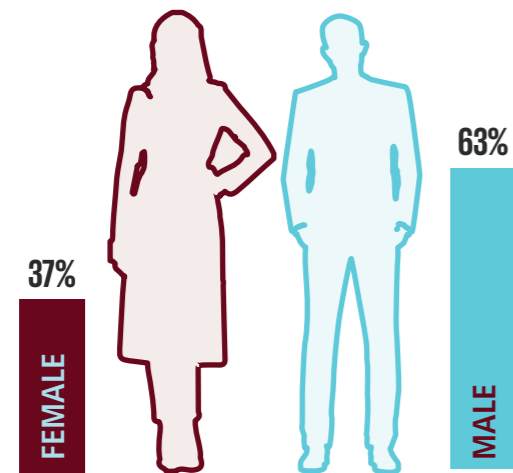
Children playing in Khan Younis © UN-Habitat



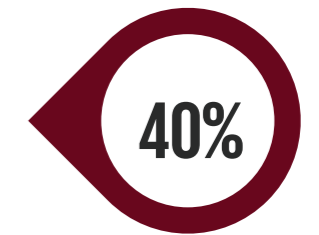
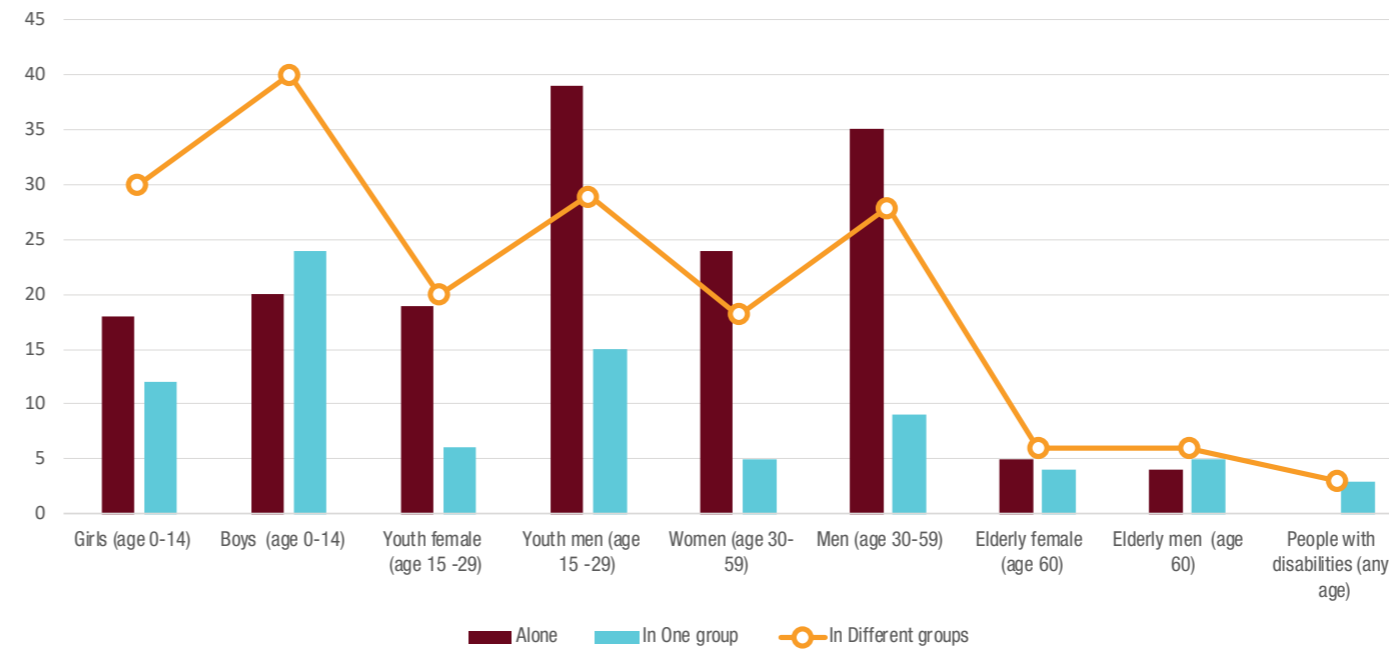
Sidewalk in Khan Younis © UN-Habitat



USERS OF PUBLIC SPACE BY GENDER

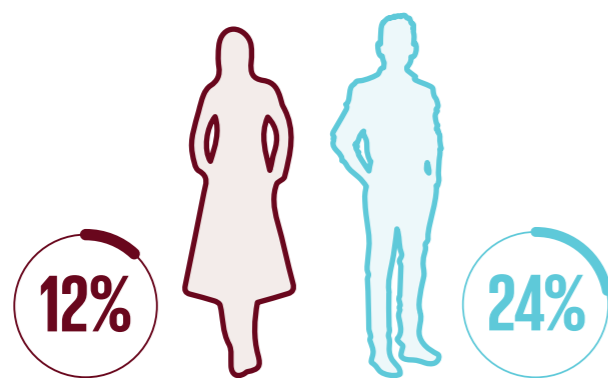


NUMBER OF PUBLIC SPACES SHOWING HOW USERS GROUP THEMSELVES



Of public spaces show that boys between the age of 0-14 years were mostly found in different groups

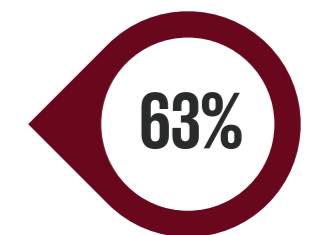
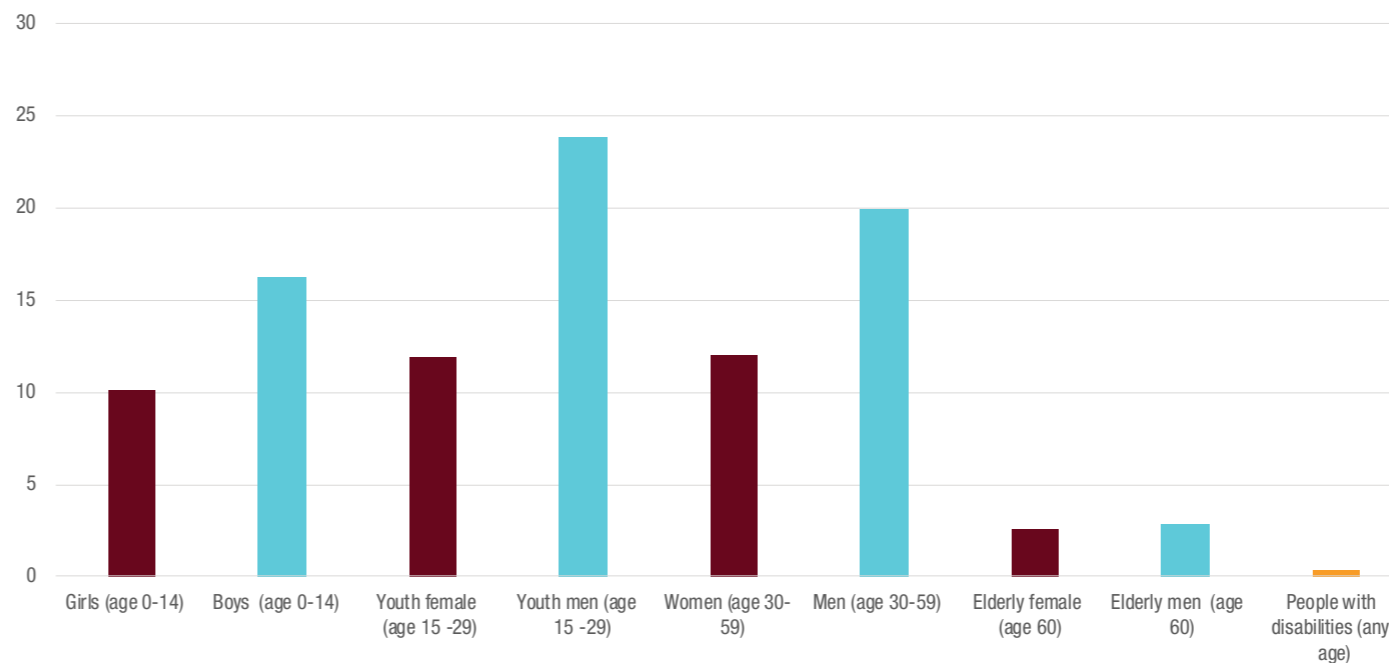
PERCENTAGE OF PUBLIC SPACES WITH DIFFERENT USERS BY AGE



Women (30 - 59 years) are the most present in public spaces compared to other females of different ages

Young men (15 - 29 years) are the most present in public spaces compared to other males of different ages

NUMBER OF PUBLIC SPACES SHOWING USE BY AGE GROUP



Of public spaces show that young female users between the age of 15-29 years were mostly found in different groups

WHAT ARE THE OPPORTUNITIES FOR 'STAY' IN THE PUBLIC SPACES?

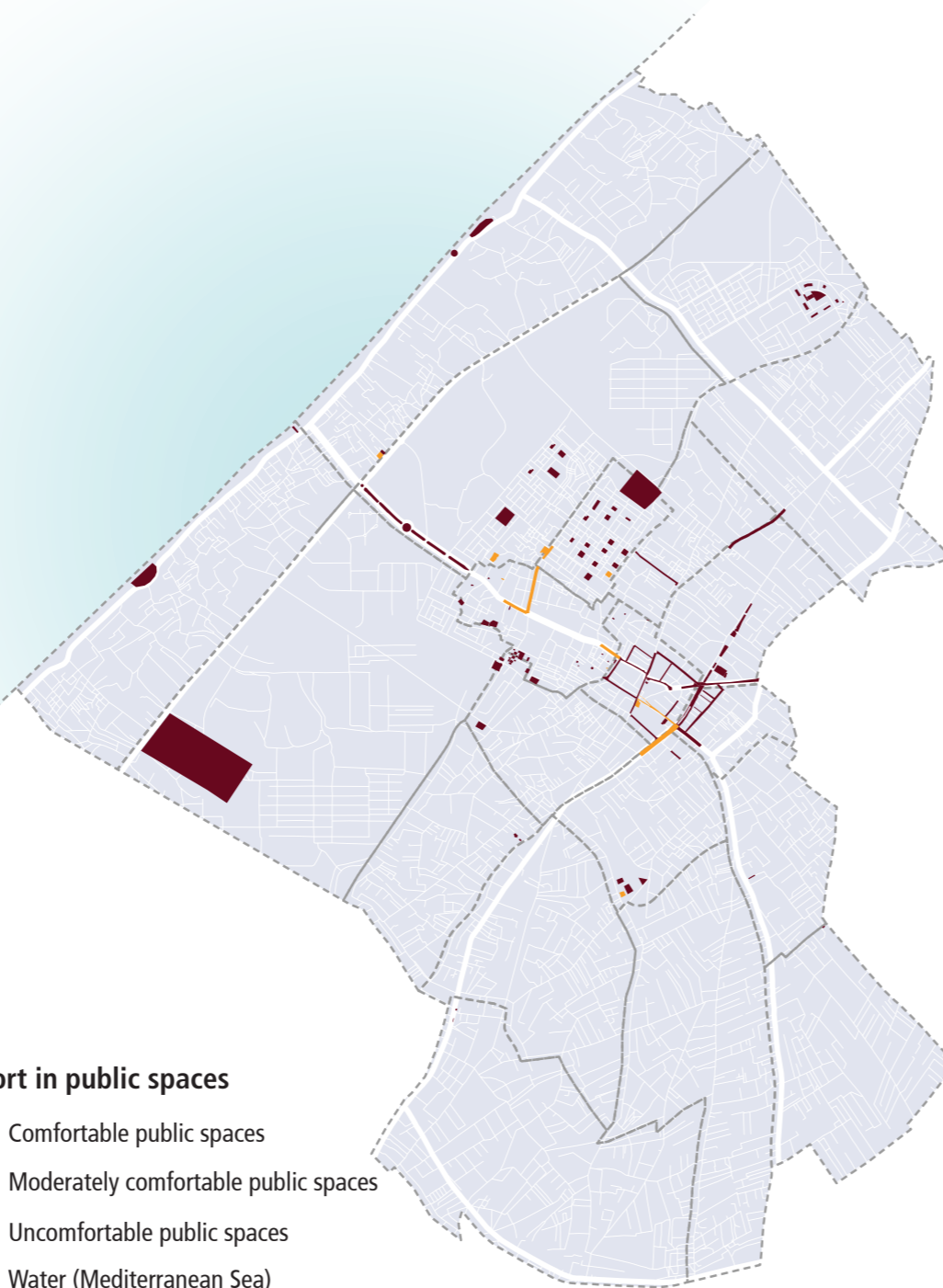
A truly comfortable place is pleasant and welcoming for everyone regardless of gender, age or ability. The level of comfort of a public space is determined by a range of factors including perceptions of safety, cleanliness, quality of smell, diversity of uses and users in the space, microclimate, soundscapes, and availability of amenities. In addition, design, social programming and management of public spaces are directly linked to enjoyment and quality of stay in public spaces. When we get design and programming wrong, public spaces become underused, misused or abandoned, becoming unsafe places. On the flipside, when we get them right, public spaces become the 'pulse' of the city and hotbeds of activities.

Some of the key factors that directly impact the quality of stay in public spaces in Khan Younis include uncollected garbage, witnessed in thirty-eight percent of public spaces, noise, found in a third of the public spaces and bad smell, witnessed in one in every five public spaces. These are key sensory elements that directly affect the quality of stay.

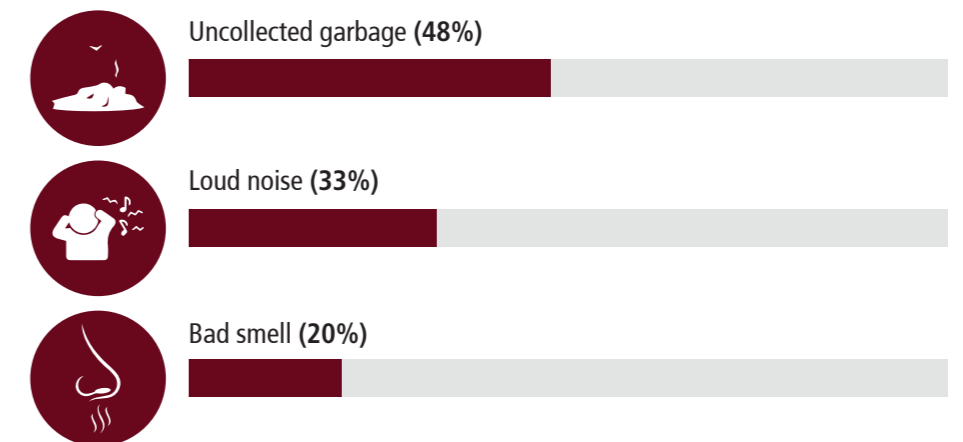
Away from the above, only forty percent of the public spaces do not have trees. While the city has put some commendable effort, there is a need to close in on the gap to near one hundred percent.

Comfort in public spaces

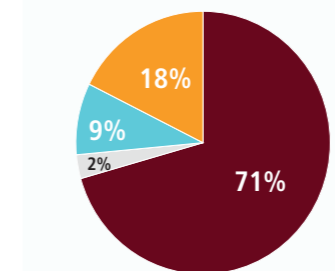
- Comfortable public spaces
- Moderately comfortable public spaces
- Uncomfortable public spaces
- Water (Mediterranean Sea)



INDICATORS AFFECTING COMFORT IN PUBLIC SPACES

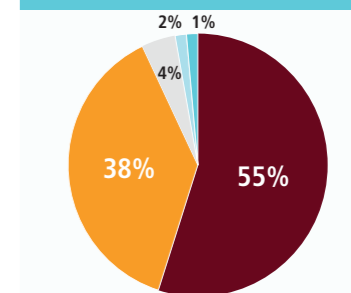


Indicators of bad smell

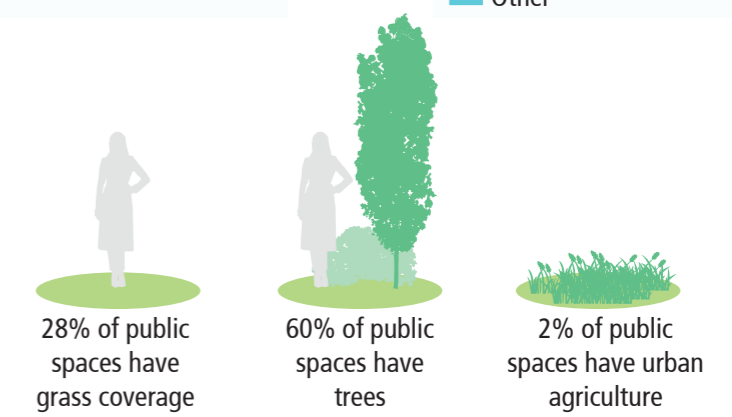


- Uncollected garbage
- Open sewer
- Heavy traffic (pollution)
- Industries

Indicators of loud noise



- People
- Construction
- Traffic
- Industries
- Other



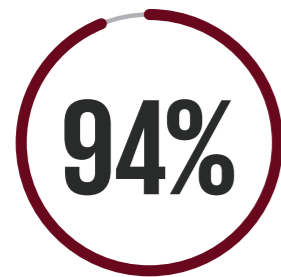
HOW ACCESSIBLE ARE THE PUBLIC SPACES?

Public spaces with conspicuous and well defined entrances are perceived to be more welcoming, inclusive and accessible. The inventory found that forty-four percent of public spaces have no clearly defined entrances. While thirty-four percent of the public spaces do not require entrances, only twenty-two percent have clearly defined entrances. Similarly, infrastructure differential can either be an enabler or barrier to accessibility and inclusivity in public spaces. Universal design,

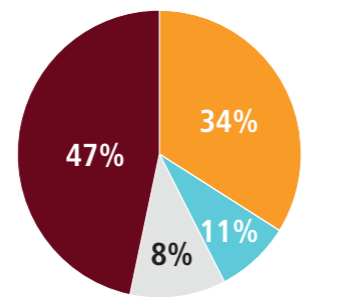
for instance, design of walkways, entrances and amenities such as toilets can promote access for the blind, the elderly, children and people in wheelchairs. In the city however, a lot still needs to be done to promote universal accessibility.

According to the findings of the survey, only thirty-four percent of public spaces have access that is friendly to wheelchair users. In the same context, only eleven percent of the public spaces

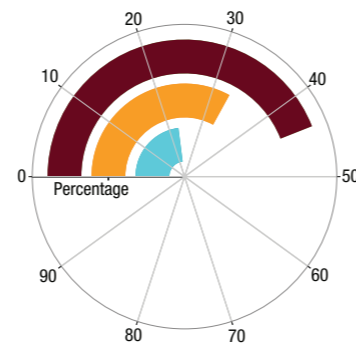
have spaces wide enough for the blind to walk, with a mere eight percent of the spaces having tactile paving. The same analogy applies to women, women and girls will only walk when they have adequate space for walking, especially when they can walk side by side with their children. As such, it is important to provide walkways wide enough to encourage women to walk more, and feel safe while at it.



94% (126) of public spaces have unrestricted access. 5% (7) public spaces have restricted access while only 1 public space has controlled access and none have limited access.



- Other
- Wheelchair access
- Wide street for the blind
- Texture change for the blind



- Not clearly defined
- Not required
- Easy to find



Public spaces with facilities to restrict vehicular movement



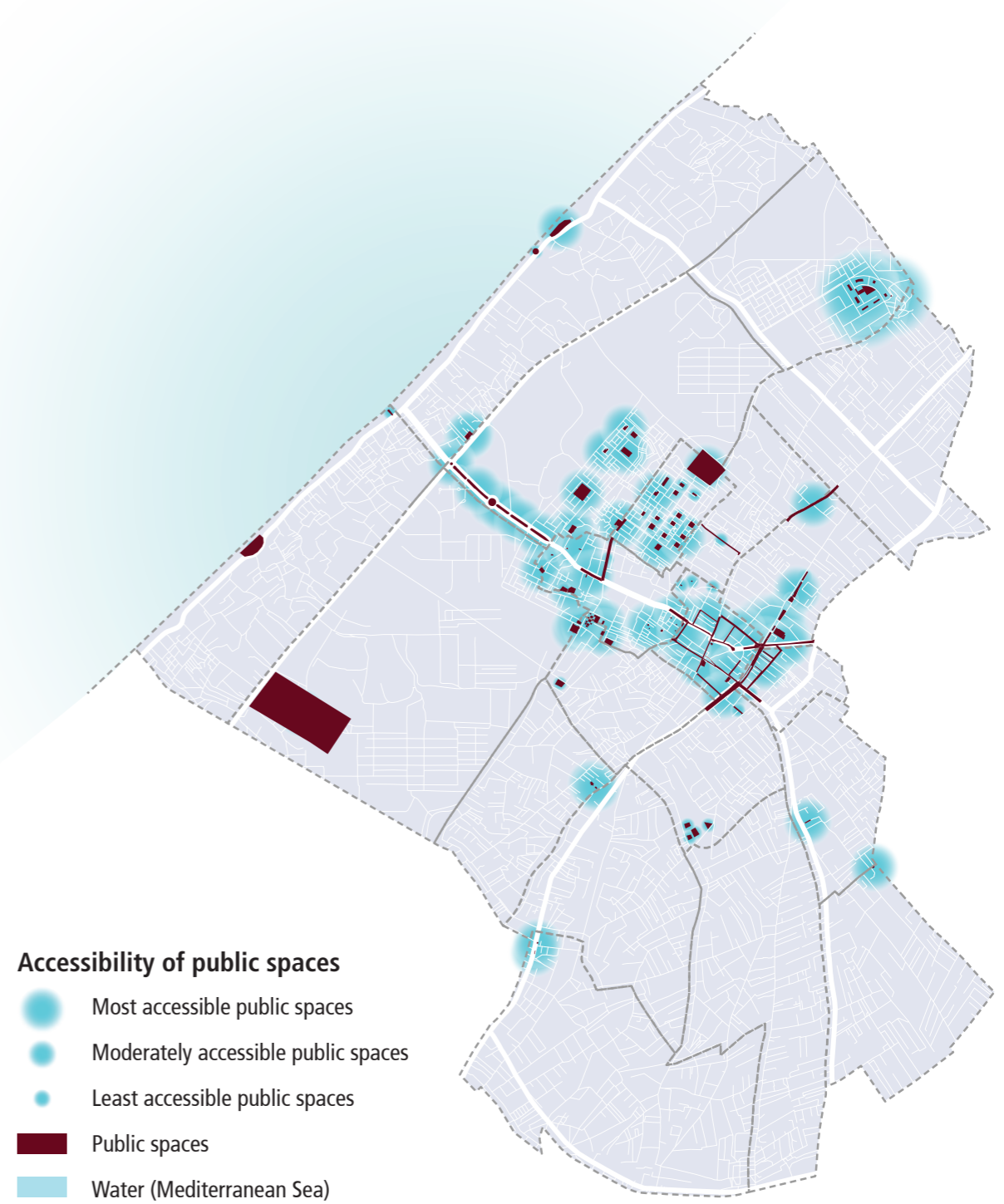
Public spaces with vehicular parking



Public spaces with bicycle parking



Street with markets in Khan Younis © UN-Habitat



Accessibility of public spaces

- Most accessible public spaces
- Moderately accessible public spaces
- Least accessible public spaces
- Public spaces
- Water (Mediterranean Sea)

WHAT ARE THE SAFETY CONCERNS IN PUBLIC SPACES?

Everyone has the right to live, work and enjoy leisure in an environment free from crime and harassment. Women and girls are especially vulnerable to violence and harassment in volatile environments. Violence against women and girls is not only a threat to basic human right. It also threatens the achievement of gender equality, and the gains associated with empowering women and girls. Key

factors contributing to harassment against women and girls include social factors, culture, and norms and traditions which often limit the power of women to make their own choices and decisions. In Khan Younis, women still face protracted incidences of crime and harassment. These harassments are real in everyday life, both at home and in public spaces.

The inventory found that in Khan Younis, fourteen percent of public spaces are associated with incidences of crime and harassment. This has made public spaces unwelcoming and unappealing to many women and girls, who would otherwise benefit from leisure opportunities offered by public spaces. This reinforces the idea that in Khan Younis, public spaces are in every sense space for men.

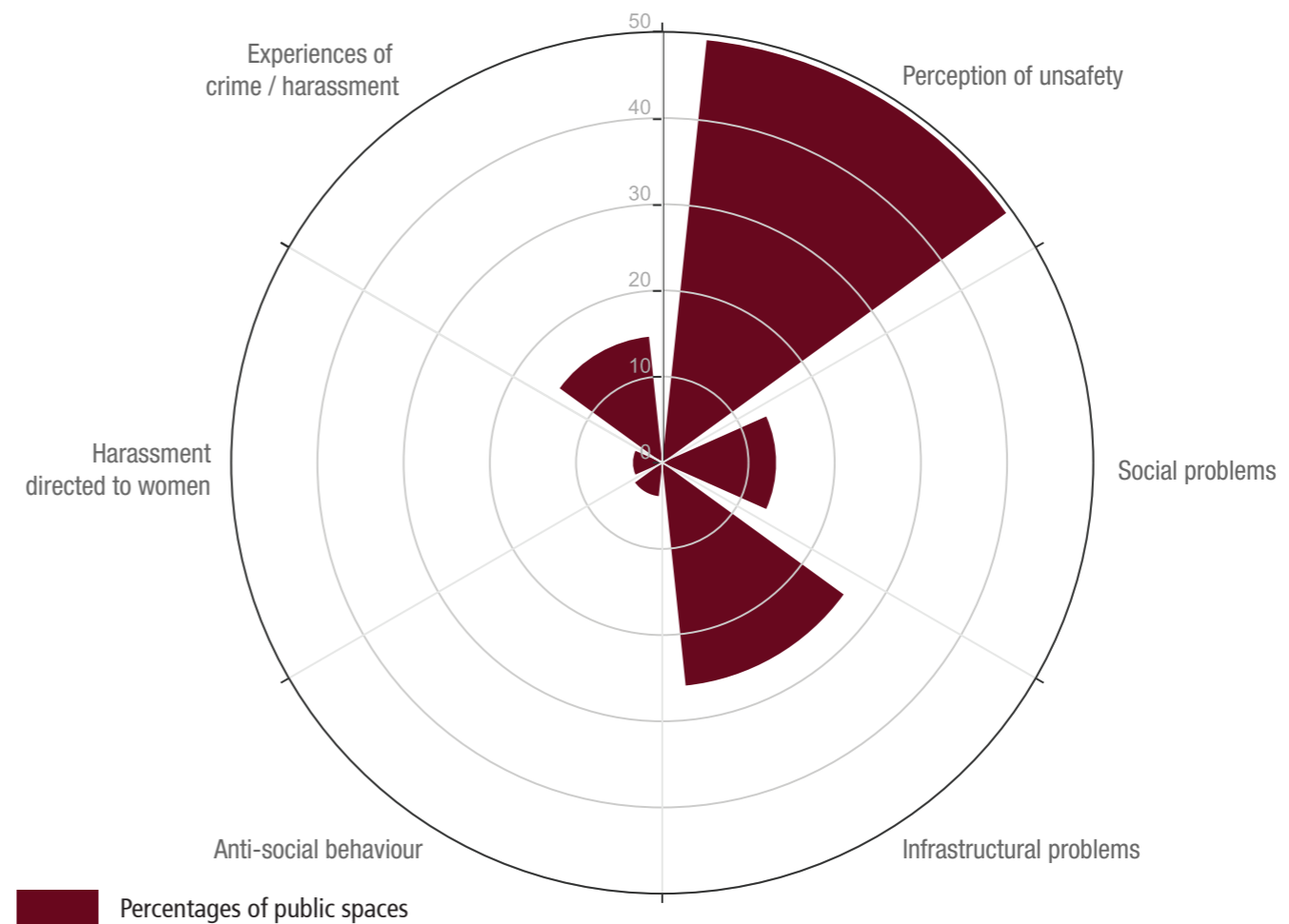
Harassment directed at women has been identified as one of the safety concerns when it comes to the safety of women and girls in public spaces. In the wider Khan Younis strip, studies indicate that one of the main forms of harassment against women is psychological abuse. This is mainly in the form of curses, insults, yelling and screaming. This takes place both at home and in public spaces. At the

public space level, the survey found that two percent of public spaces in the settlement are associated with harassment directed at women. The results also indicate that that half of all public spaces in the settlement are perceived to be unsafe. This is closely linked to antisocial behaviour, which was observed in three percent of the public spaces, infrastructure-related problems, observed in twenty-seven

percent of the public spaces and social problems, observed in fourteen percent of the public spaces.

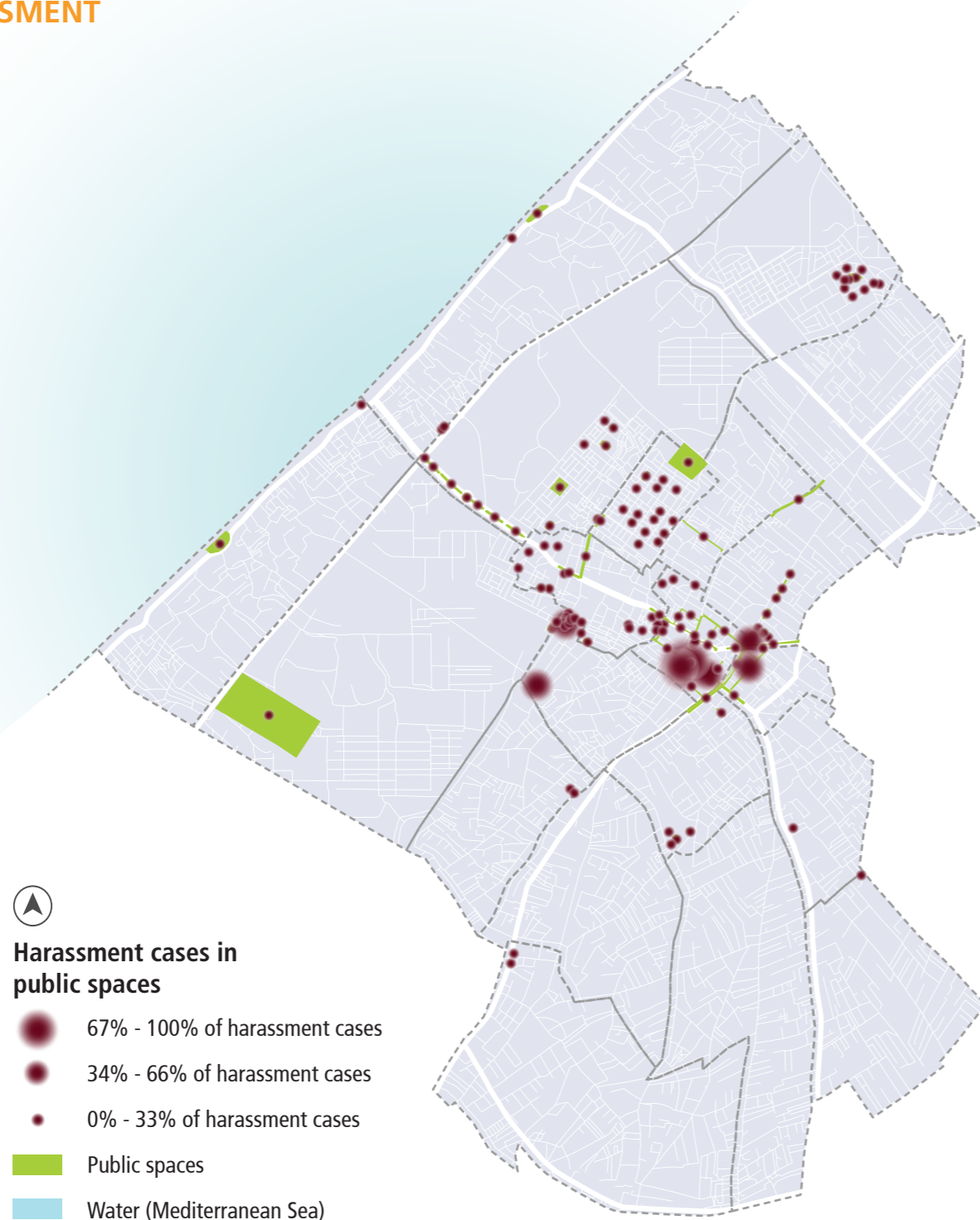
In order to inspire a culture change towards building a society where women and girls can feel safe and interact with their male counterparts as civic equals, there is a need for concerted effort to promote public spaces as inclusive places, especially for women and girls.

SAFETY CONCERNS IN OPEN PUBLIC SPACES

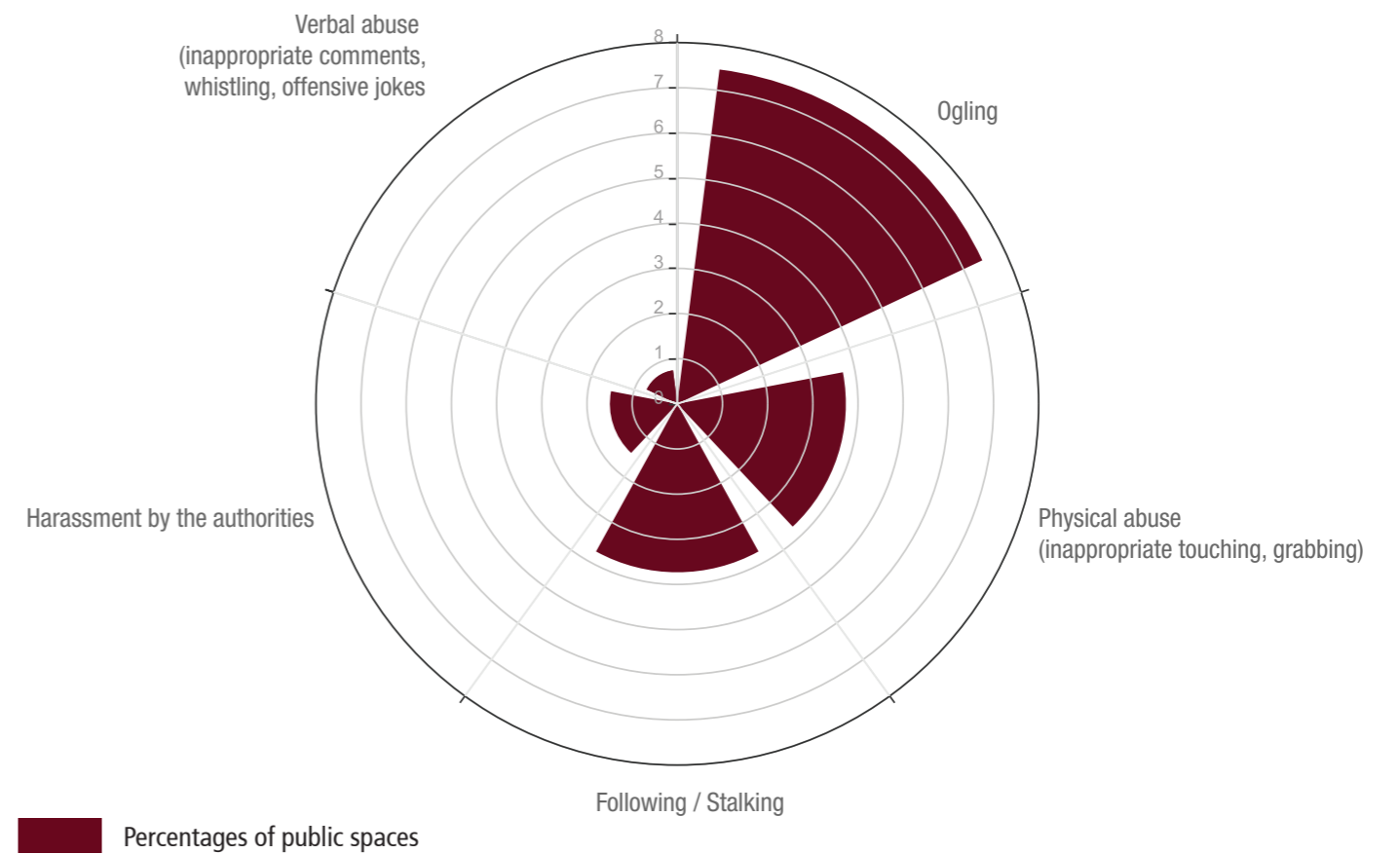


Women sitting with child in Khan Younis © UN-Habitat

HARASSMENT



PERCENTAGE OF PUBLIC SPACES WITH PRESENCE OF DIFFERENT TYPES OF HARASSMENT



Sexual harassment, specifically harassment of women in public space, is becoming more and more an everyday risk for women in cities, towns and villages. Women and girls have to constantly deal with unwelcome remarks and inappropriate conduct towards them. These include ogling, inappropriate touch, stalking, harassment by authorities and verbal

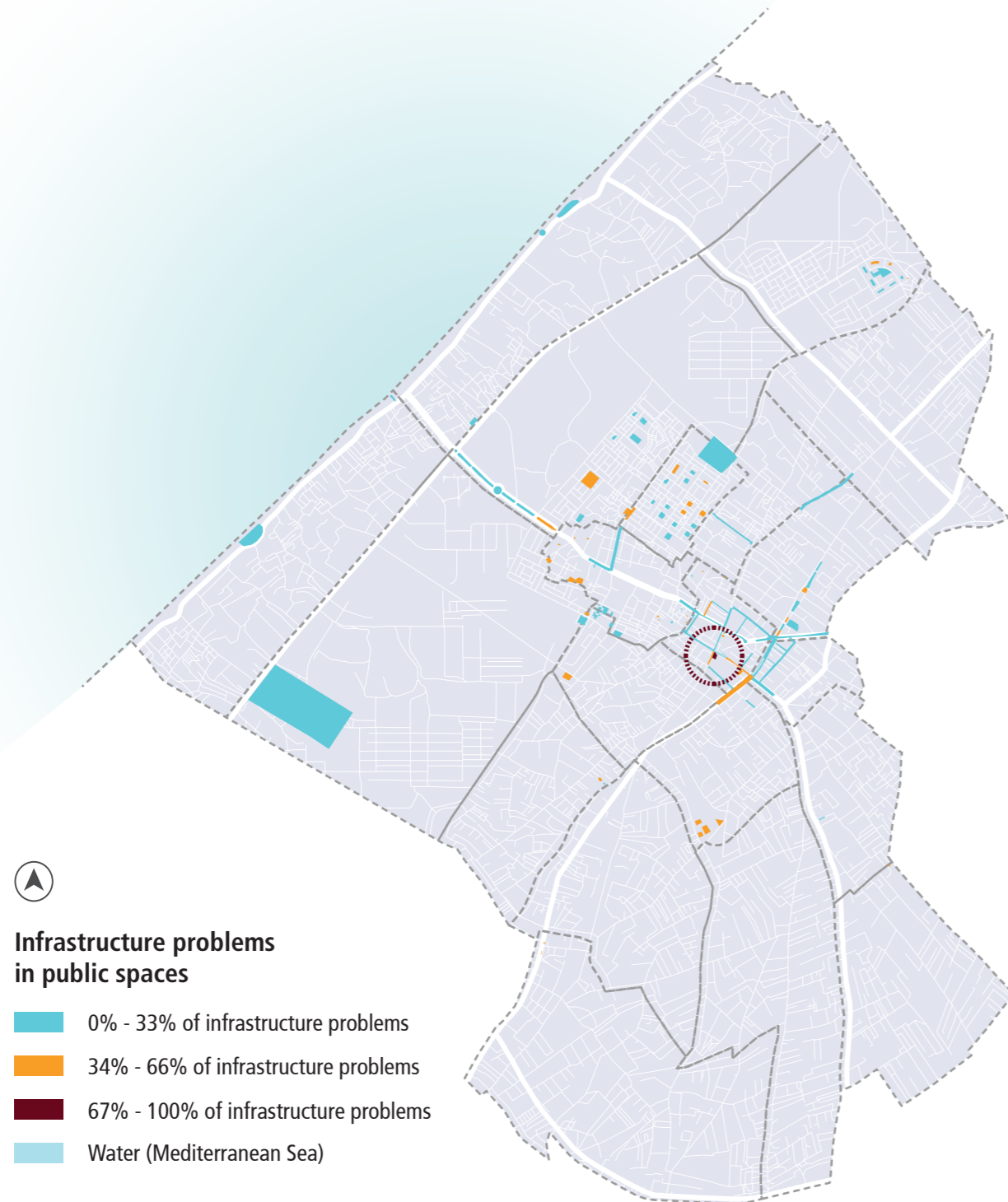
abuse by men. This raises a question about the place of women in the city.

Women constantly deal with the fear and possibility of harassment in public spaces. In Khan Younis, the survey revealed that ogling was observed in 7.5% of public spaces. Both inappropriate touch and stalking were reported in 3.8% of public spaces, while harassment by authorities and

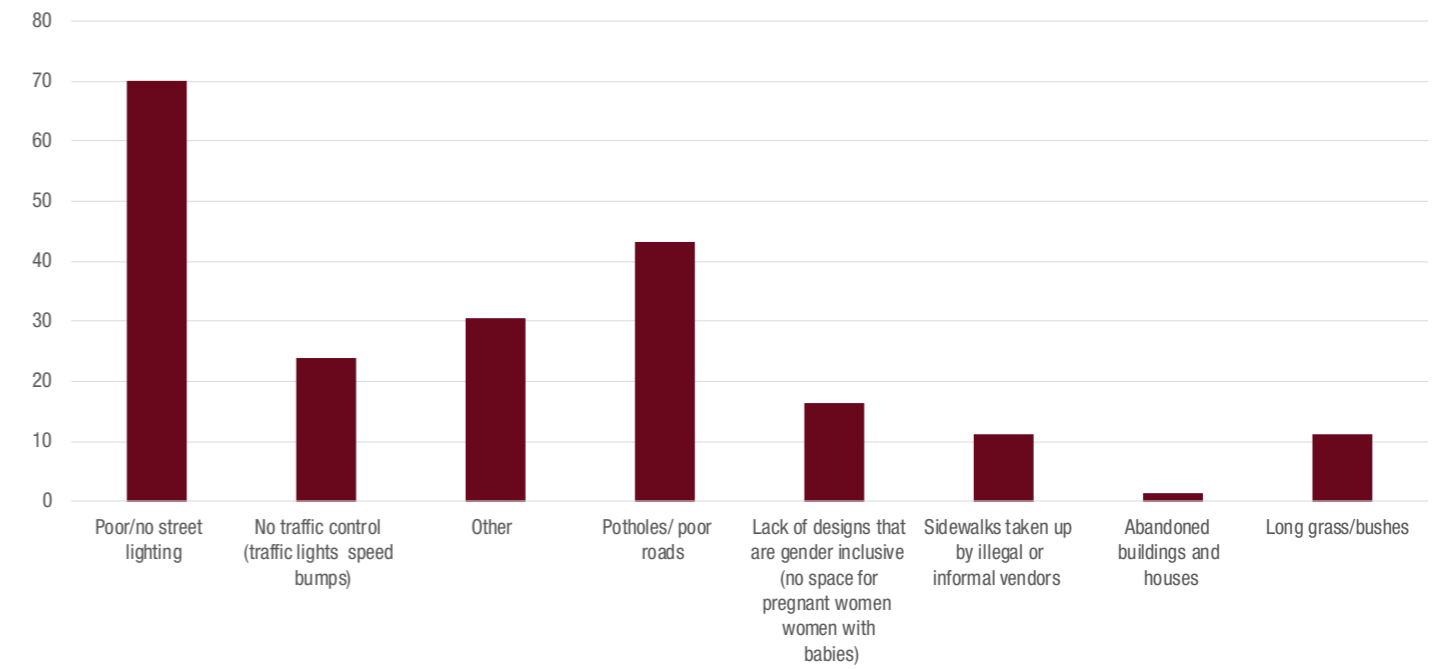
verbal abuse were reported in 1.4% and 0.7% of the public spaces respectively. Generally, these suggest that men see women as strangers in public spaces.

The authorities need to take deliberate steps to promote the inclusion of women in public spaces, and a culture that respects women and their right to use and enjoy public space and the city at large.

INFRASTRUCTURE PROBLEMS



STREET LIGHTING IS THE MAIN INFRASTRUCTURAL PROBLEM IN PUBLIC SPACES

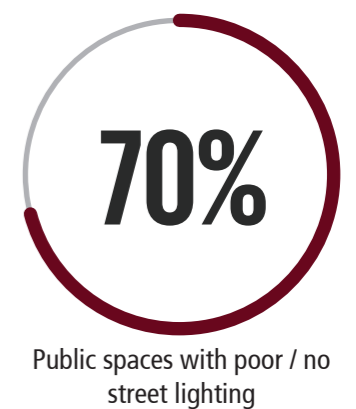


Women bear the burden of poor urban design, inadequate organisation and distribution of urban basic services, and urban functions. These are manifested in dark and poorly lit streets, derelict public spaces, public facilities and empty lots, poorly maintained public spaces and urban furniture, inadequate signage and lack of or poorly maintained public toilets.

The survey revealed that seventy percent of public spaces in Khan Younis have poor public lighting, forty-three per cent of the spaces have dilapidated roads and eleven percent of the spaces have unkempt ground grass. At the same time, eleven percent

of the public spaces have their adjacent streets appropriated by street vendors, impacting movement and escape if need be. It was also established that sixteen percent of public space in the city lack gender-responsive designs. Basically, the public spaces were created with only men in mind.

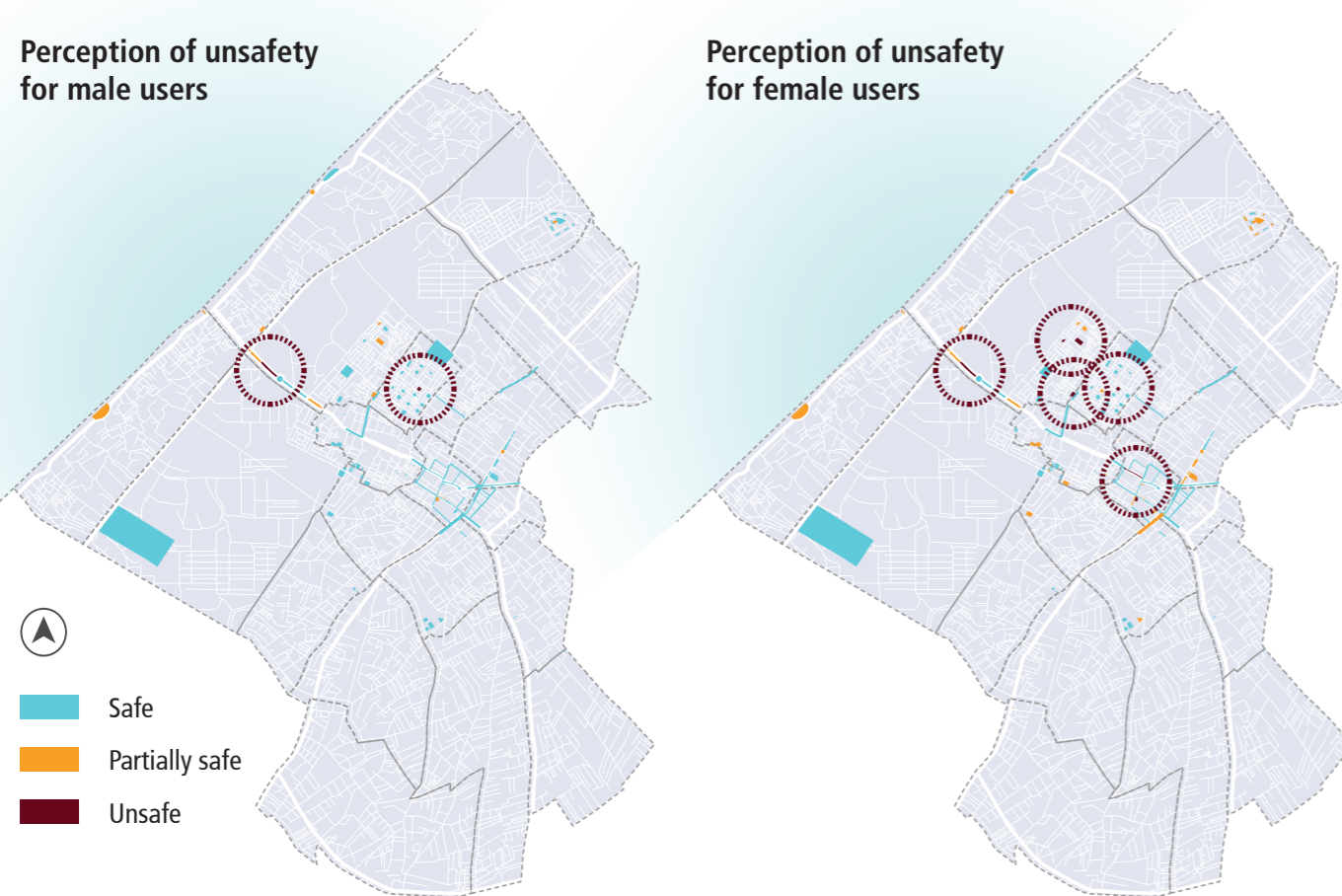
Planning and design of public spaces through the lens of women and girls plays an important role in the city because it raises awareness of the fact that public space is not neutral and that the design of the public realm can either facilitate or impede the mobility, safety and independence of more than half of the human population.



FEELING OF SAFETY

Perception of unsafety for male users

Perception of unsafety for female users

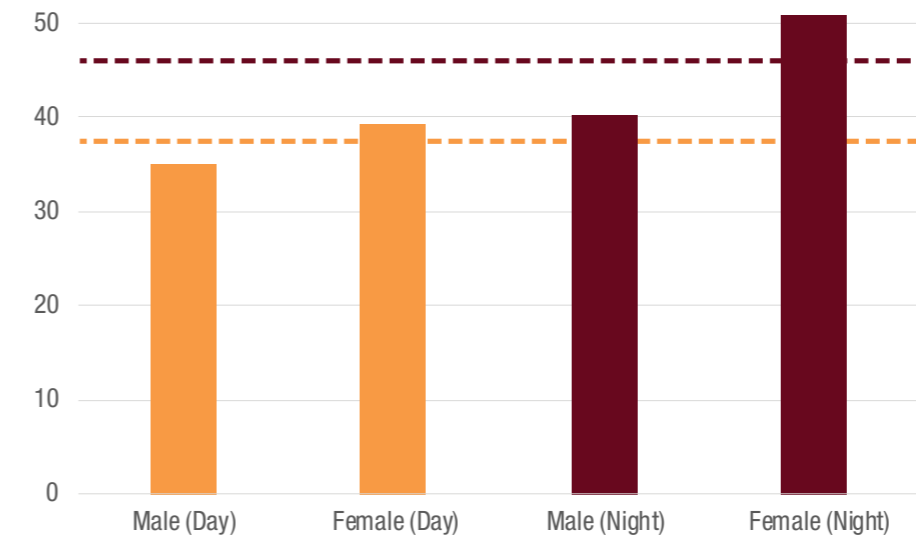


Feeling unsafe is a function of both fear of crime and perceptions of safety. This feeling has a significant impact into how women and girls go about their daily life. It often pushes women and girls into taking some precautionary measures such as avoiding going to certain places alone or at night or taking such precautionary measures

such as carrying weapons. This reality reduces women's and girls' freedom of movement. It reduces their ability to participate in school, work and public life. It limits their access to essential services and their enjoyment of cultural and recreational opportunities. It also negatively impacts their health and well-being.

Some of the physical attributes that contribute to this feeling of lack of safety include clarity of sightlines, especially from within and outside public spaces, availability of security personnel, presence of public lighting, and in some instances, the presence of CCTV cameras. Overall, women feel unsafe in fifty-one percent of the public spaces in Khan Younis.

FEELING OF UNSAFETY BY GENDER AND TIME



Women feel unsafe in public spaces compared to men

51% Women feel unsafe in 51% of public spaces during the night

40%
Public spaces without street lighting

60%
Public spaces without CCTV cameras installed

61%
Public spaces without clear sight-lines (low visibility)

78%
Public spaces without presence of security personnel



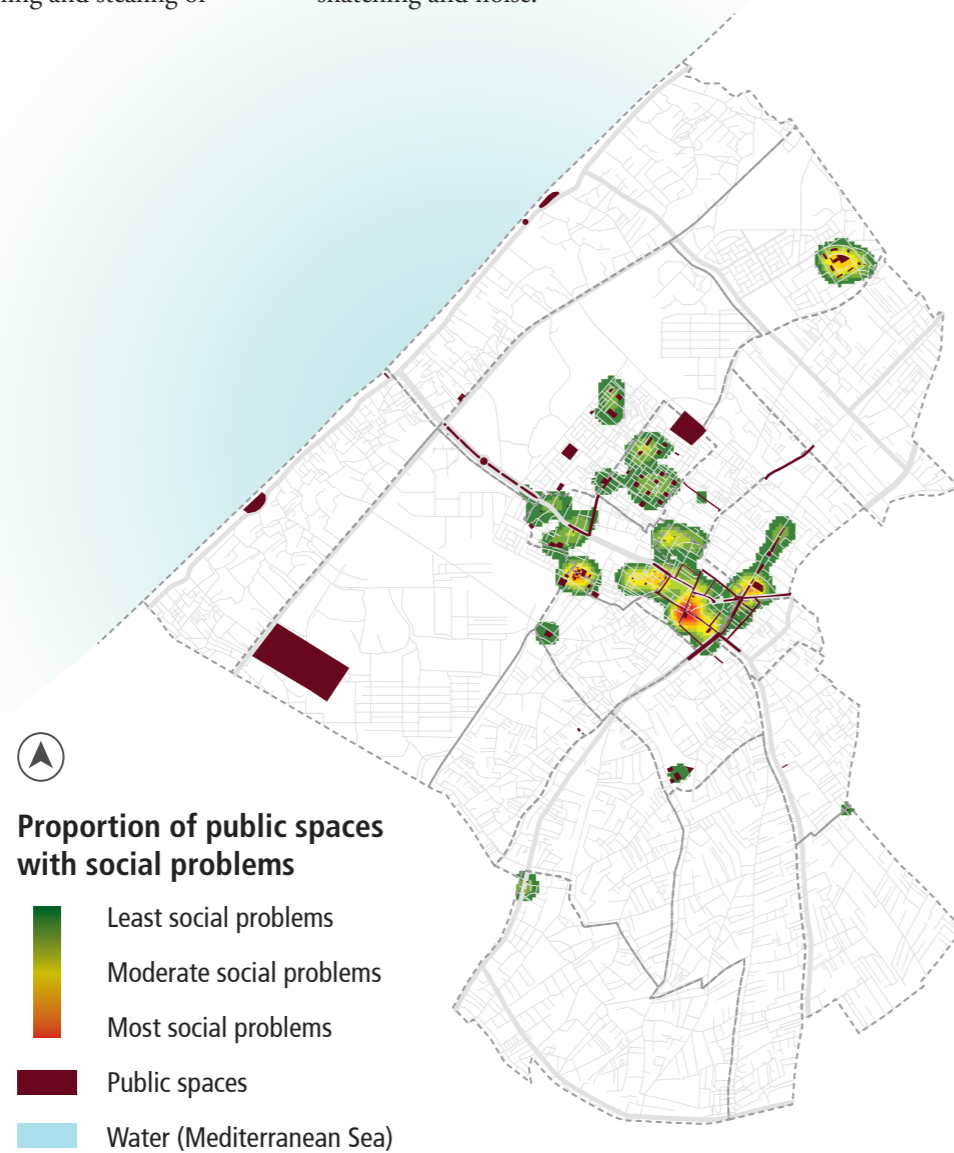
Street in Khan Younis © UN-Habitat

SOCIAL PROBLEMS AND ANTI-SOCIAL BEHAVIOUR IN PUBLIC SPACES

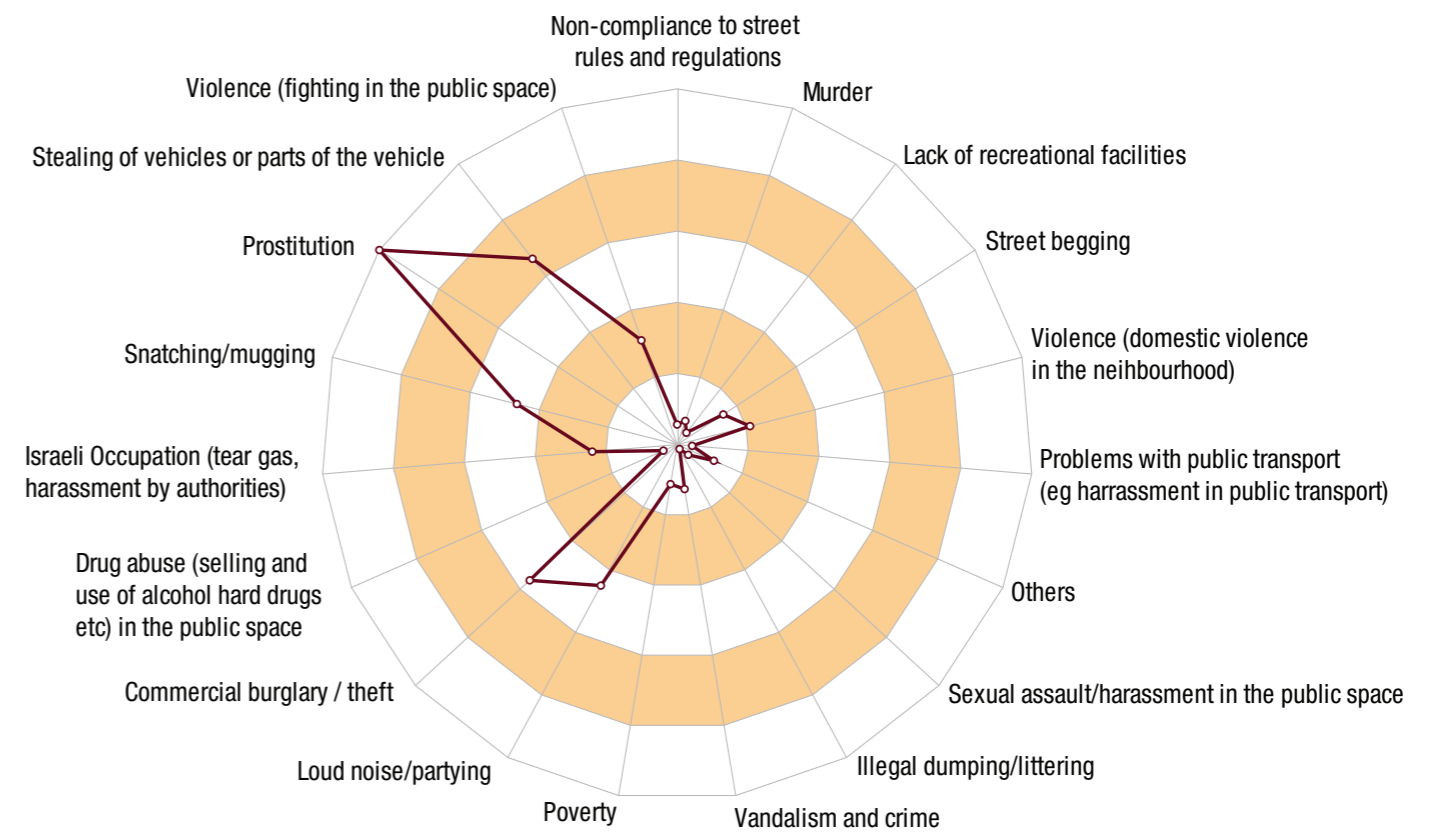
Social determinants of poor safety in cities and neighbourhoods include presence of crimes such as the opportunistic crimes of snatching, noise, prostitution and violence. Such social problems offer a breeding ground for crime to thrive. Poverty pushes people into opportunistic crimes including snatching and stealing of

vehicle parts when they are parked. These incidences lead to gradual decline, leading to increased perception of lack of safety in public spaces. Some of the main social problems observed in Khan Younis, in order of prominence, include prostitution, stealing of vehicle parts, commercial theft (robbery), snatching and noise.

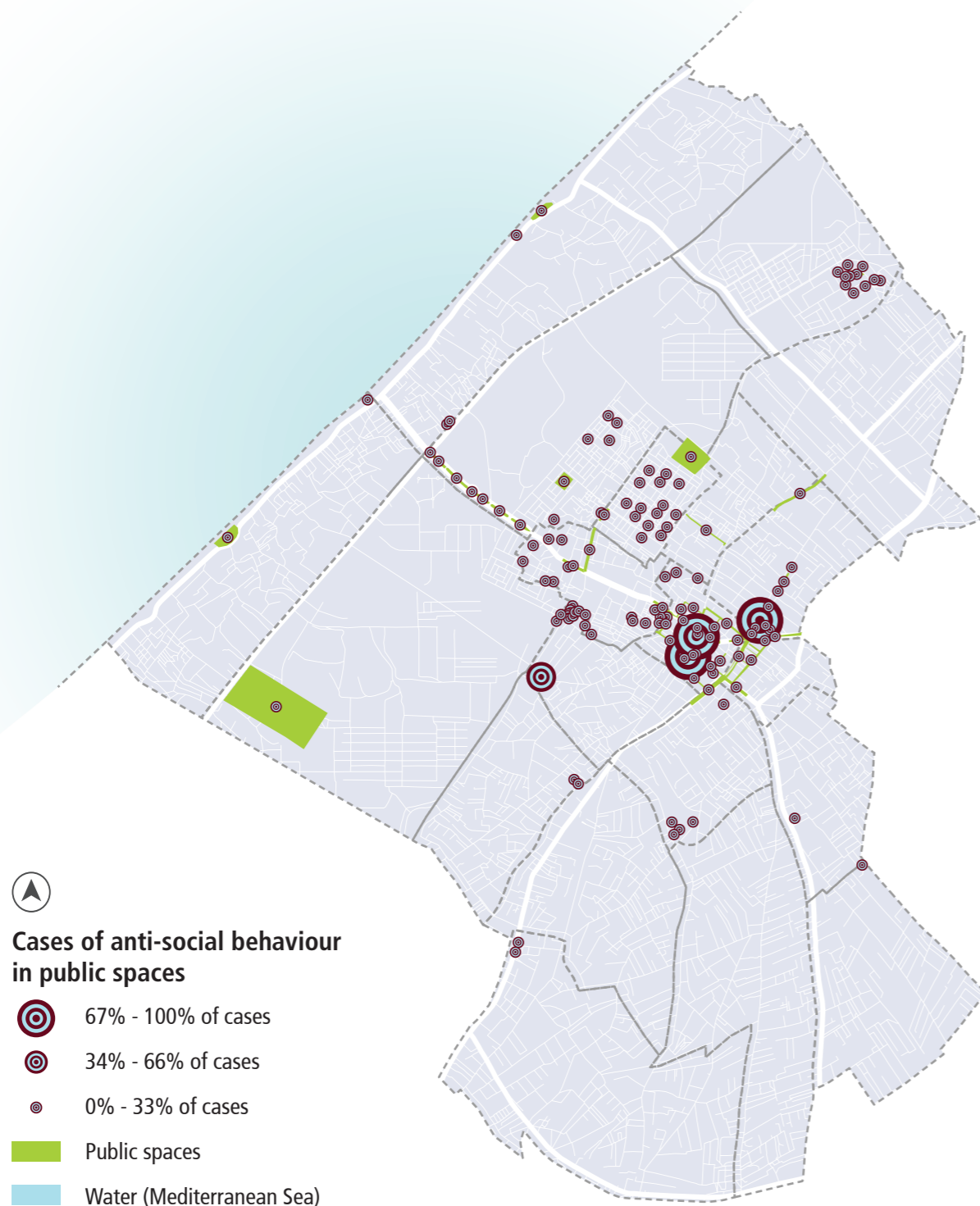
One of the most successful approaches for tackling the root causes of crime and lack of safety is social prevention. Social prevention focuses on the social and economic conditions that contribute to violent and criminal behaviour. It places emphasis on groups at risk. This include women and youth.



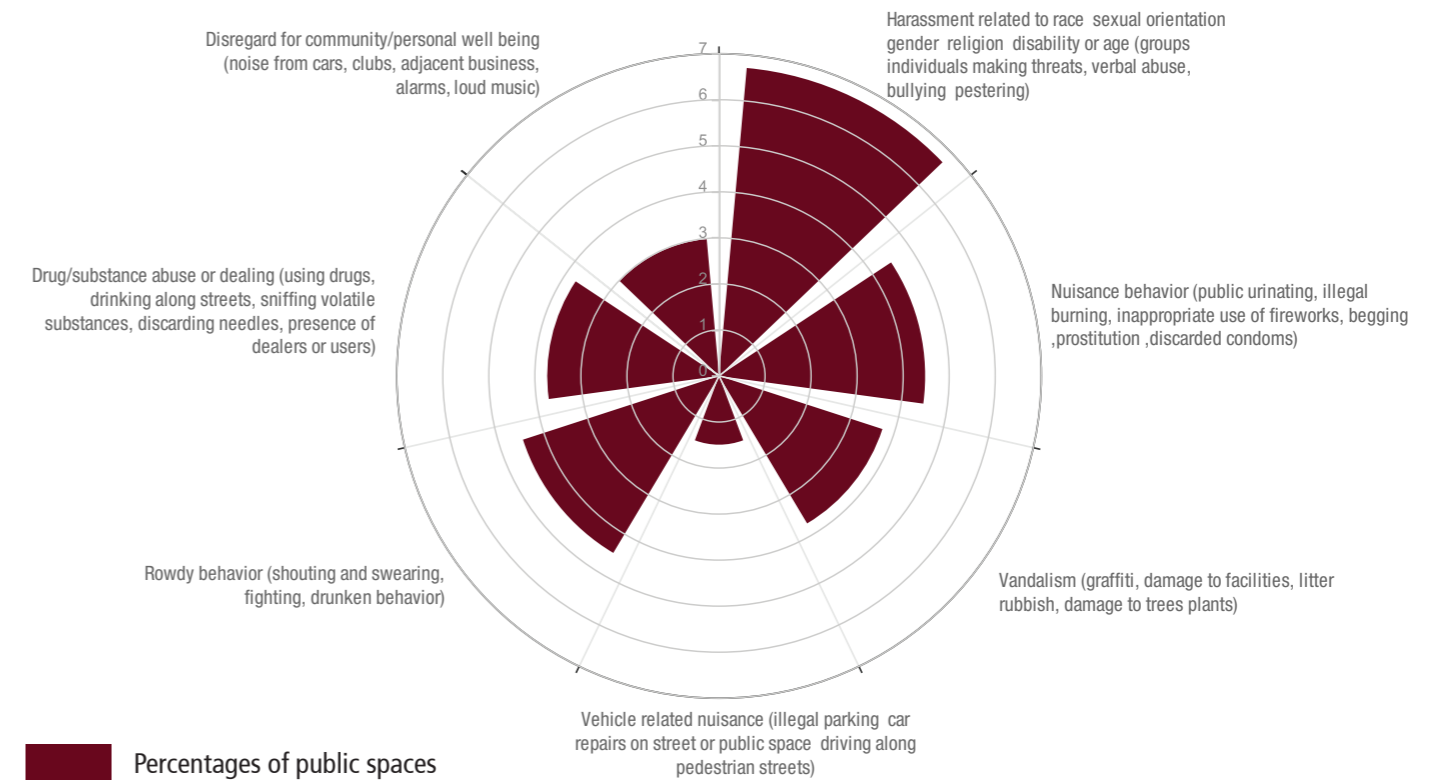
PROSTITUTION IS THE HIGHEST RECORDED PROBLEM



Children in Khan Younis © UN-Habitat



PERCENTAGE OF PUBLIC SPACES WITH DIFFERENT TYPES OF PROBLEMS IN PUBLIC SPACES



Depreciative behaviour and related disorder are often seen as soft crimes. This is because of their relatively 'less serious' nature of their offense. Nonetheless, if unchecked, these 'run-away' crimes can grow into a spiral of 'more serious' crime and disorder, causing discomfort and fear, especially among women and girls. This explains how public spaces gradually fall into a state of disrepair if there is no system of custodianship and management in place.

Poor maintenance of public spaces often sends cues that no one cares or is in-charge of the space, and can encourage potential offenders to commit offenses. These cues include but are not limited to irresponsible graffiti, vandalism, drug peddling and abuse, public nuisance such as urinating in non-designated places, illegal parking in non-designated places, and unwelcome behaviour by groups of youth and teenagers.

In Khan Younis, some of the key depreciative behaviour identified in

the survey include rowdy behaviour observed in 4.8% of public spaces, public nuisance such as urinating in non-designated areas, illegal burning of garbage, inappropriate use of fireworks, begging, prostitution and discarded condoms observed in 4.5% of the public spaces, sexual harassment observed in 6.7% of the public spaces and drug abuse observed in 3.8% of the public spaces. Consistent inaction by the custodians of the spaces may lead to increased incidences or even more serious crimes including robbery with violence and even rape.

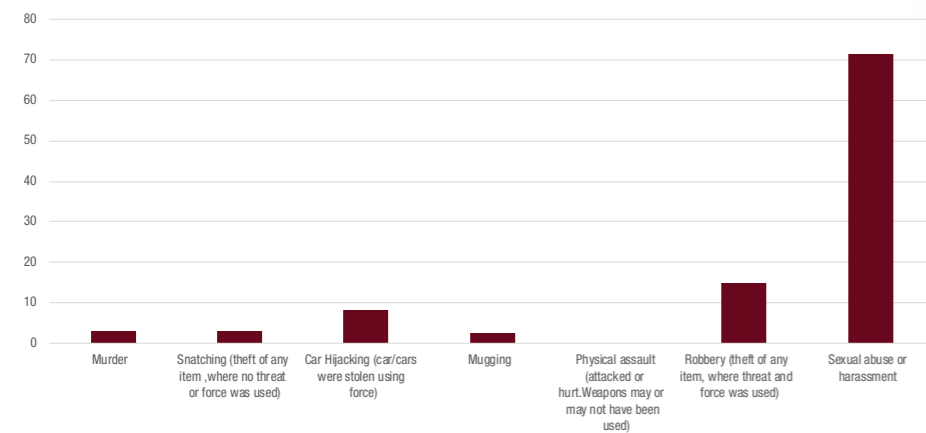
EXPERIENCES OF CRIME / HARASSMENT

Crime and harassment and the fear of crime and harassment can have serious implications on the freedom of women and girls, their autonomy and perception of safety. For girls, this often starts at a young age and is often experienced more frequently by adolescent girls and young women compared to their older counterparts.

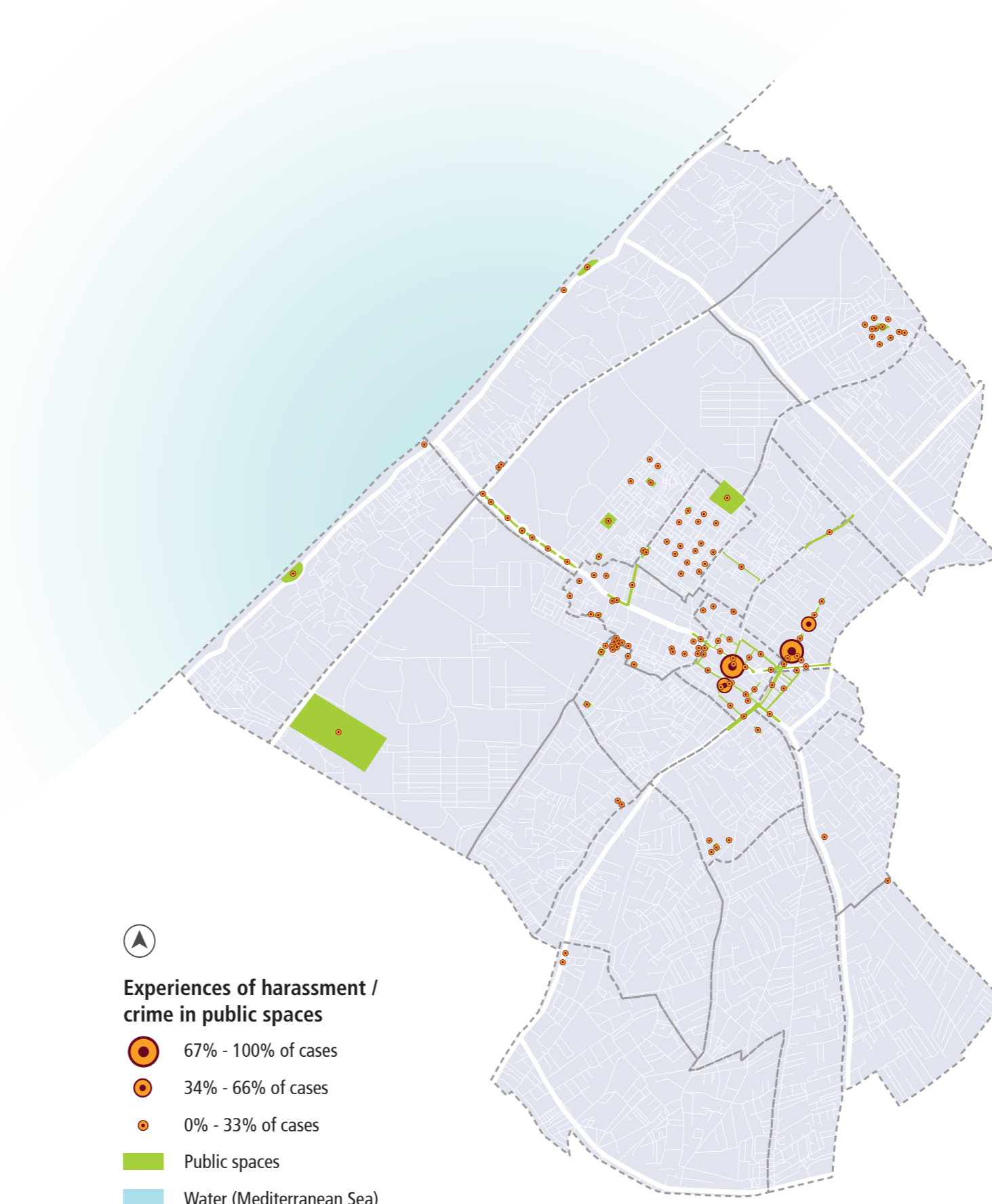
Crime typically takes place in instances where there is an offender(s), victim(s) and a space. Oftentimes, the space is either a public space, public transport or a private space. In Khan Younis,

the most frequent crime is sexual harassment of women and girls. This was reported as a concern in seventy-two percent of the public spaces. Robbery comes in a distant second, having been reported in fifteen percent of the public spaces. Carjacking on the other hand appears to be an emerging trend, reported in 8% of the public spaces.

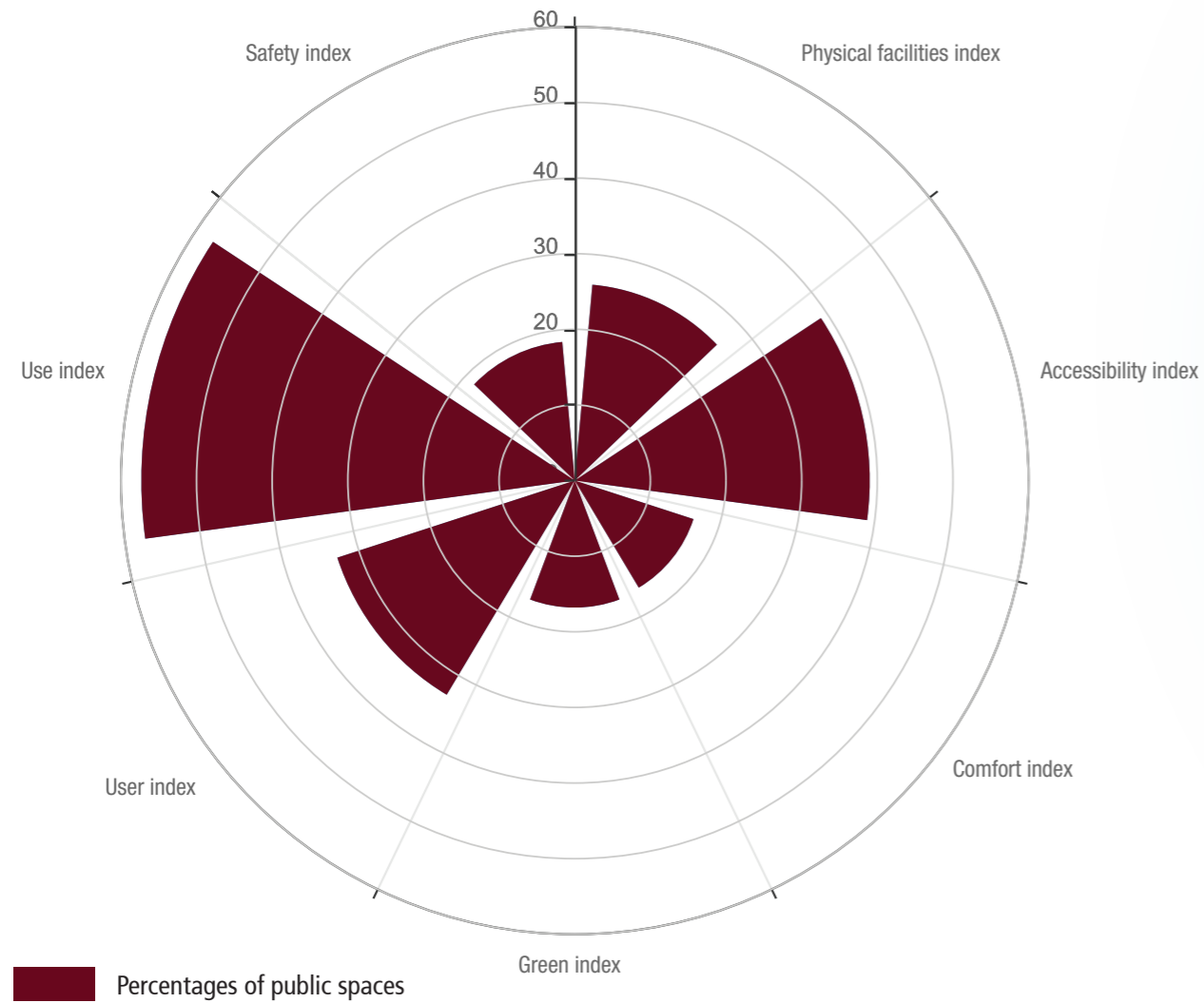
Crime prevention is one area that the city needs to invest in order to reclaim back public spaces as 'safety valves' in the city.



Women and children in Khan Younis © UN-Habitat



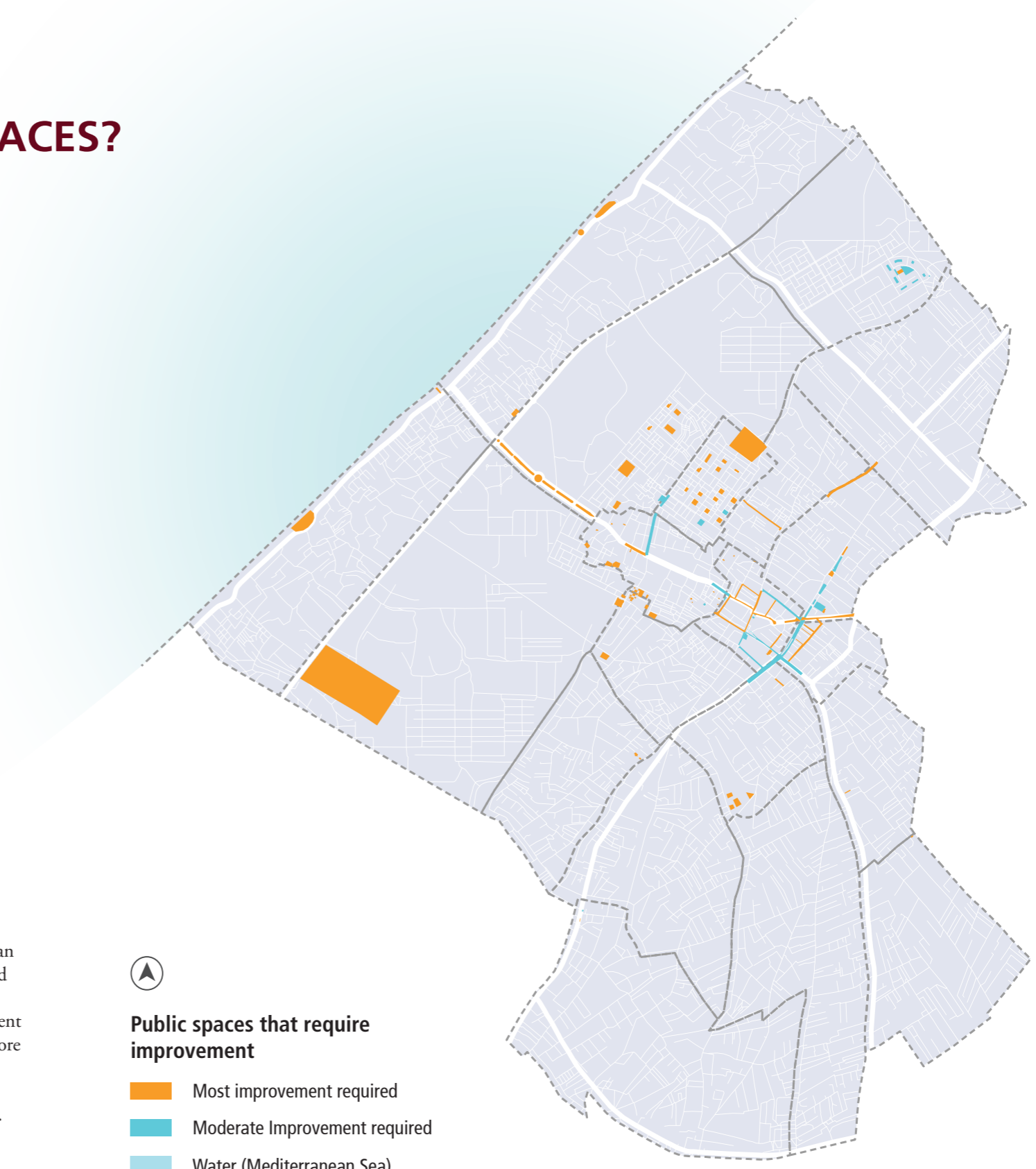
WHICH DIMENSIONS ARE STRONG IN PUBLIC SPACES?



In order to measure the quality of public spaces in Khan Younis, indices were developed based on the following broad and mutually reinforcing criteria to come up with a weighted aggregate: use, users, green, comfort, accessibility, physical facilities and safety.

Some of the strongest dimensions insofar as the quality of the public spaces is concerned are the use, with a score of fifty-seven, accessibility with a score of thirty-eight and users with a score of thirty-three. The three weakest dimensions of public spaces in the settlement are the safety, green and

comfort indices, each scoring less than twenty per cent. These were weighted out of a possible one hundred. The results show that overall, the settlement is performing poorly with a mean score of 29.4 out of 100. This is a wakeup call for the local authority to invest more on the quality of public spaces.





Women during construction Al-Shaimaa Community Garden © UN-Habitat

4

CHAPTER

ENVISIONING
KHAN YOUNIS
CITY

- Validation workshop
- Where are the gaps
- Where should Khan Younis anchor public spaces
- Vision for Khan Younis
- Recommendations and way forward

VALIDATION WORKSHOP

A validation workshop was held at Khan Younis Municipality on 2nd Jan, 2020 with the participation of active members of the local community including women associations, journalists, local NGOs, International NGOs, handicapped related associations, Ministry of Education, and youth activists; in addition to UN-Habitat, Khan Younis municipality, other municipalities, and representatives of local universities



RECOMMENDATIONS FROM THE VALIDATION WORKSHOP

- The outputs of the validation workshop should be reflected on the municipality annual plan and public spaces strategic plan.
- It is recommended that the team should include safety and security specialists.
- One group suggested that the public spaces should be managed by private sector to ensure better operation and maintenance process, number of groups supported this suggestions.
- It is recommended that each site has more visits to obtain more accurate and reliable results.
- Relevant governmental and non-governmental organizations should implement awareness campaigns to minimize violence against women in the public spaces. The campaigns should target female and male youth in particular. Social media, digital technologies and mosques can be used to ensure outreach to as many people as possible.
- Provision of security services i.e. security guards, CCTV cameras, this would encourage women to use the public spaces and feel safe during their stay.
- The municipality in coordination with the Ministry of Interior to install banners that promote the prevention of violence against women in the public spaces.
- Increase and apply the penalties for all forms of violence against women and harassment in the public spaces.
- The design of public spaces should consider the availability of specific lots for families that are different from that for youth users.
- The municipality should prevent illegal vendors from closing the access of the public spaces and provide legal vendors inside the public space, so women can feel more comfortable using the public spaces.
- Implement public events that encourage women to use public spaces and use it in appropriate manner.
- The municipality should work on enhancing the services and improving public spaces infrastructures to enhance the comfort level and make it women friendly areas.
- Roads, access and corridors inside the public spaces should be adapted to people with disabilities.
- Taxi stations in the middle of the city should be transferred to other lots in order to enhance women abilities to enjoy and use city center as safe public space.
- Children and women facilities should be highly considered in the design of public spaces, so women can stay long time in the public spaces.
- Lighting is the most important factor that affect women safety in the public spaces, lights should be continuously monitored and maintained.
- The design and facilities of public spaces should promote them as multi-use areas, this will allow for more users during different time of the day, hence more safety to women and girls.
- Women require establishment of public space beside the weekly market that took place each Wednesday, so they can leave their children playing in the garden while they are shopping.
- The municipality should examine the possibility of preventing cars from using specific commercial zones in the city center, so women will feel more comfortable and safe using these areas as public spaces during the whole day.
- Parking lots should be considered carefully in the design of the public spaces to avoid any traffic that affect the safety of women and children.
- The municipality should work on improving the public spaces, especially the abandoned ones.
- The municipality should examine the possibility of changing the land use of residential areas to allocate more lands for developing public spaces. One suggestion is to exchange privately-owned lands in urban areas with national-owned lands within the city, another suggestion is that the municipality may rent land for 10 or 15 years and use it as a public space. These suggestions are for the areas where the municipality doesn't own lands to use them as public spaces.
- All governmental and non-governmental stakeholders should implement awareness raising sessions, workshops to maintain high quality and clean public spaces.

Table 4: Top 10 priority public spaces for improvement

No	CODE	Typology	Physical facilities index	Accessibility Index	Comfort index	Green Index	User Index	Use Index	Safety Index	Priority for Improvement
1	SM-GR3-002	Water Body Frontage	0	32	0	0	11	50	16	16
2	JL-GR8-002	Playground	0	27	8	0	22	50	21	18
3	AA-GR4-007	Green Public Space	0	32	4	13	11	50	16	18
4	AA-GR4-008	Green Public Space	0	32	8	13	11	50	15	18
5	MH-GR9-007	Playground	10	23	4	13	11	50	24	19
6	MM-GR9-007	Plaza/ square	0	27	4	0	11	67	27	19
7	NM-GR3-004	Water Body Frontage	10	27	0	0	11	67	21	19
8	TA-GR3-007	Green Public Space	0	36	4	25	11	50	16	20
9	AA-GR4-010	Green Public Space	0	27	29	13	11	50	18	21
10	TR-GR10-004	Playground	0	41	17	0	22	50	19	21

The table shows the public spaces in Khan Younis that require the most improvement. This has been determined by the score each public space has received in the categories of safety, accessibility, comfort, users, use, physical facilities and green coverage. The lower the score, the more improvement is required.



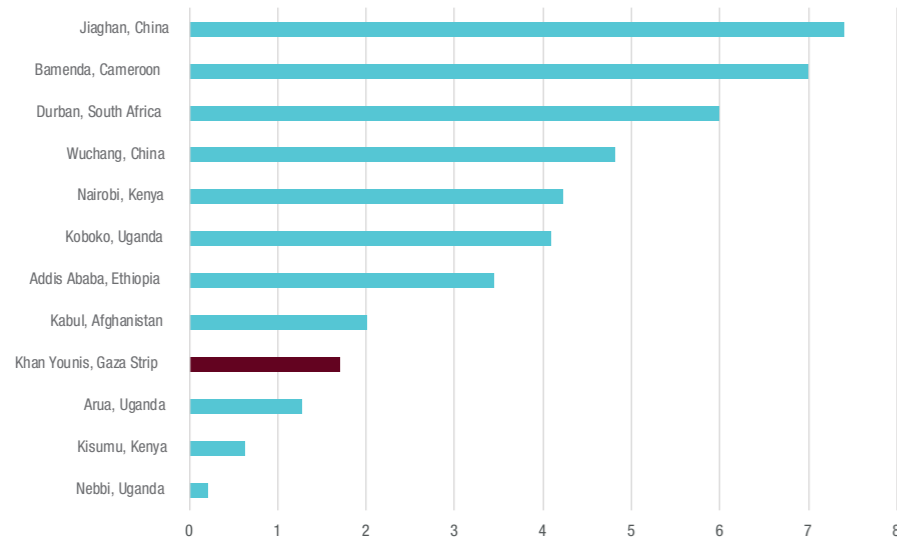
WHERE ARE THE GAPS?

WHERE TO PRIORITIZE FOR CREATION OF NEW OPEN PUBLIC SPACES?

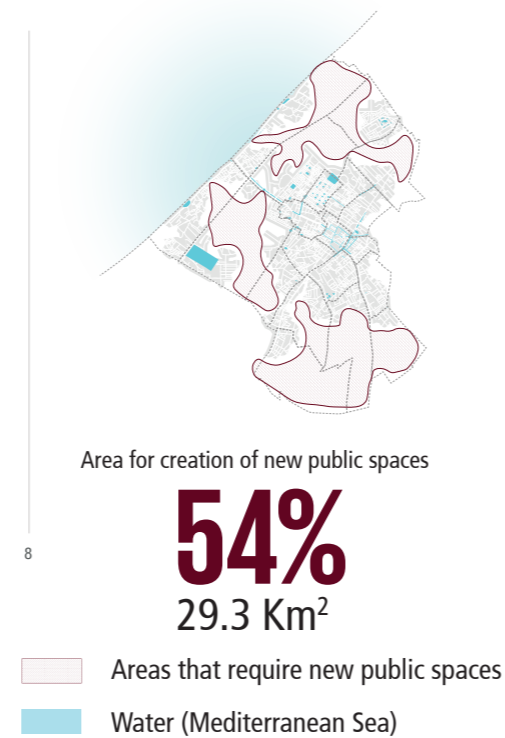
In Khan Younis, more than 50% of its urban land is identified as requiring new open public spaces. These areas are to the north, west and south of the old city as seen in the map below. This indicates that as the city of Khan Younis has grown, public space has not been adequately planned for. On a global scale, Khan Younis does not score well, with less than 2% of the city's land allocated as public space, compared to a city such as Jiaghan, China which provides over 7%.

In addition to increasing the number of public spaces in the identified regions of the city, it is vital that a network of high-quality public spaces are created, instead of low-quality fragmented spaces. It should leverage street medians and waterfront areas with an aim to create a 'green-network' of public spaces, linking the entire city.

COMPARISON WITH OTHER CITIES: SHARE OF LAND THAT IS OPEN PUBLIC SPACE



AREAS FOR CREATION OF PUBLIC SPACE



WHICH AREAS REQUIRE IMPROVEMENT IN STREET CONNECTIVITY?

Similar to the areas requiring new public space, the areas needing new or improved street networks are to the north, west and south of the old city. The identified areas are characterized by large, and unwalkable, block sizes and informal street networks. It is evident that as the city grew, connectivity suffered.

Connectivity is essential within a city as it creates social cohesion and allows the built environment to be connected to the streets and open spaces.

AREAS FOR IMPROVEMENT OF STREET CONNECTIVITY



WHAT SAFETY CONCERN SHOULD BE ADDRESSED?

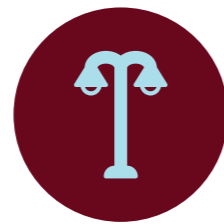
Tangible and perceived concerns of safety in public spaces causes these spaces to become unwelcoming and unappealing, especially to vulnerable groups. In Khan Younis, the top safety concern in public spaces was the 'Perception of unsafety' followed by 'Infrastructural problems' then 'Experiences of crime/harassment'. Perceptions of unsafety were recorded in almost 50% of public spaces in Khan Younis. Vulnerable groups, such as women and girls, are particularly impacted by perceptions of unsafety as they are likely to try and avoid these spaces, preventing them from enjoying the right to freedom of movement. In addition, this perpetuates the idea that public spaces are a male domain.

Infrastructural problems are the second greatest issue of concern, which includes poor or no street lighting, lack of traffic control devices, poor road quality and lack of gender inclusive designs. The lack of street lighting can be linked closely with perceptions of safety as well-lit public spaces have been shown to deter criminals and anti-social behaviour.

THE TOP SAFETY CONCERNS IN PUBLIC SPACES



PERCEPTION OF SAFETY ESPECIALLY AMONG WOMEN



INFRASTRUCTURAL PROBLEMS ESPECIALLY ALONG STREETS



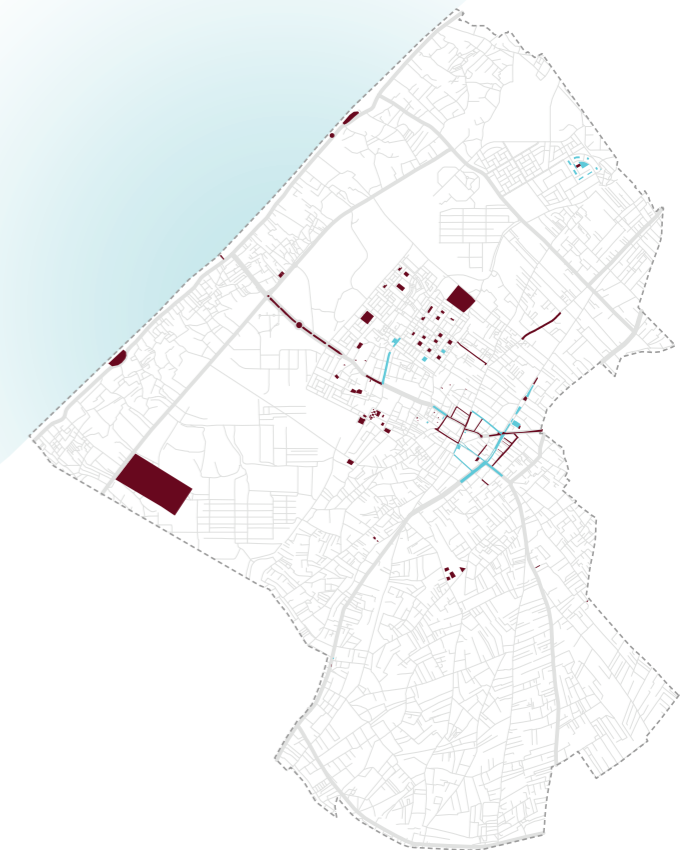
EXPERIENCES OF CRIME / HARASSMENT

WHICH PUBLIC SPACES SHOULD BE PRIORITISED FOR UPGRADING?

Of the three categories, 72 per cent (97) of public spaces were identified as 'Most improvement required', 28 per cent (37) as 'Moderate improvement required' and none as 'Least improvement required'. The public spaces requiring only moderate improvement are located predominantly either in or around the old city. The public spaces requiring the most improvement are mostly located outside of the old city.

Public spaces that require improvement

- Most improvement required
- Moderate Improvement required
- Water (Mediterranean Sea)



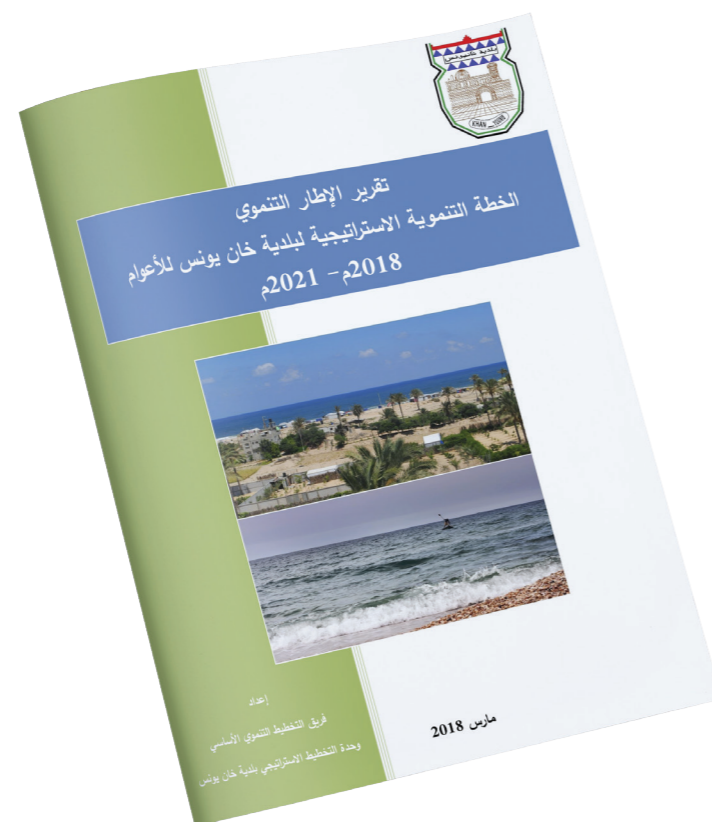
WHERE SHOULD KHAN YOUNIS ANCHOR PUBLIC SPACES?

PUBLIC SPACE AS AN ACCELERATOR TO IMPLEMENTING THE STRATEGIC DEVELOPMENT AND INVESTMENT PLAN (SDIP)

In March 2018, Khan Younis municipality has developed the Strategic Development and Investment Plan (SDIP) for 2018-2021, the adopted vision of the city is “Khan Younis will be a modern city attractive for tourism and investment with profound heritage and aspires for sustainable development”

The (SDIP) was developed through utilizing SDIP Procedure Manual, which is a localized strategic planning approach that allows for identifying local development objectives and their responsive priority projects and programs building upon the aspirations and needs of the community, available resources and capacities, as well as potential opportunities and challenges.

Developing and creating safe and inclusive public spaces is one of the main priorities set in Khan Younis SDIP as it focused on different development sectors, among them is the social development sector. The top priority goals in this sector include developing new public spaces such as green areas and parks, goal no. 2.2.1, and rehabilitation and development of sports facilities, goal no. 2.4.1. Moreover, SDIP paid attention to the need for the local economic development through creating plazas and museum in the city center, goal no. 3.4.1, and developing the existing coastal parks, goal no. 3.4.2.



SECTOR: SOCIAL DEVELOPMENT

Goal: 2.2.1

Developing new public spaces such as green areas and parks

Goal: 2.4.1

Rehabilitation and development of sports facilities

Goal: 3.4.1

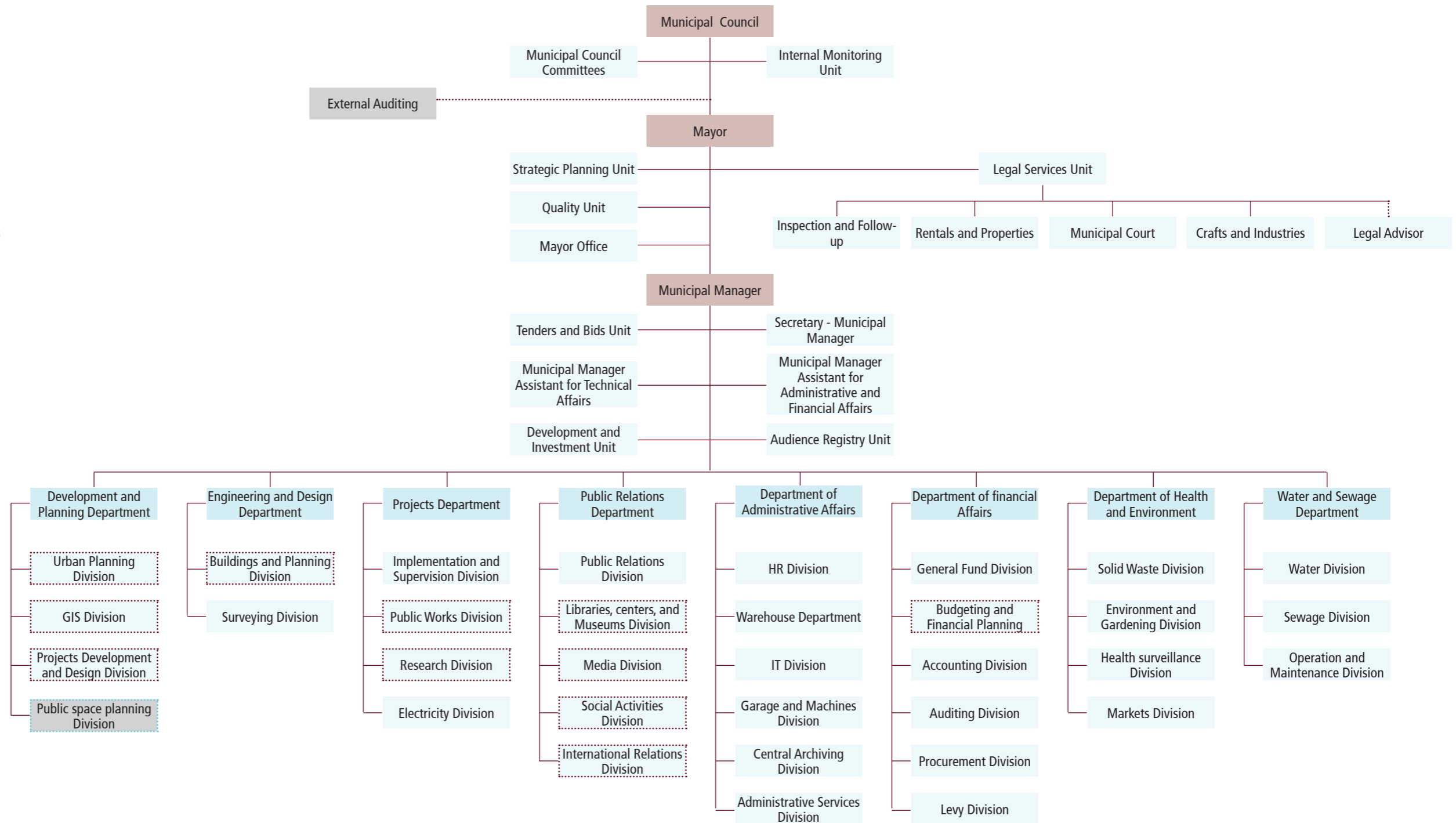
Local economic development through creating plazas and museum in the city center

Goal: 3.4.2

Developing the existing coastal parks

INSTITUTIONAL AND PUBLIC SPACE PROGRAMME SET-UP

The Khan Younis Municipal Council structure identifies the Council divisions which can use the data and recommendations of this report. These divisions include the Urban Planning Division, GIS Division, Public Works Division, International Relations Division and the Budgeting and Financial Planning Division. It is anticipated that these divisions can process this report and integrate relevant findings and recommendations within their own agenda.

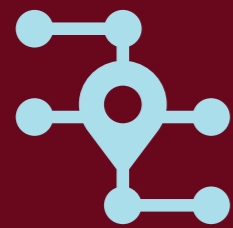


VISION FOR KHAN YOUNIS

“
**KHAN YOUNIS WILL
BE A MODERN CITY,
WITH A PROFOUND
HERITAGE, ATTRACTING
TOURISM AND
INVESTMENT AND
ASPIRING TOWARDS
SUSTAINABLE
DEVELOPMENT**

The recommendations provided in this section cannot be considered as a comprehensive plan. They are to be further developed and designed by Khan Younis Municipality and its local community.

GOALS AND STRATEGIES



GOAL 1

IMPROVE THE SPATIAL DISTRIBUTION OF PUBLIC SPACES

- Improve street connectivity especially outside the old city
- Create new public spaces in un-serviced areas of the city
- Increase the quantity of public spaces
- Leverage of green infrastructure to create green corridors and promote biodiversity



GOAL 3

IMPROVE PUBLIC SPACE INFRASTRUCTURE

- Limit car movement within the city center
- Improve existing and create new amenities in public spaces
- Promote safety – eyes on the street
- Plan for sidewalks and bikelanes



GOAL 2

PROMOTE DIVERSITY OF USE AND PROGRAMMING OF PUBLIC SPACES

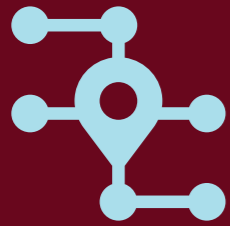
- Support better design, management and maintenance of public spaces
- Celebrate culture and heritage
- Design for comfort, aesthetics and enjoyment
- Plan for the upgrade/rehabilitation of abandoned public spaces to improve quality
- Promote social programming around public space
- Promote inclusive public spaces



GOAL 4

CREATE AND PROMOTE RULES AND REGULATION AROUND PUBLIC SPACE

- Ensure public and private sector participation in public space development
- Support acquisition of land for public space
- Develop standards and guidelines around public space
- Provide for rules of use in public spaces and apply penalties for all forms of violence against women in public spaces
- Develop action plans that are synchronized with municipality workplans on public space.
- Formulate policies and laws that ensure the protection of public spaces.



IMPROVE THE SPATIAL DISTRIBUTION OF PUBLIC SPACES

IMPROVE STREET CONNECTIVITY ESPECIALLY OUTSIDE THE OLD CITY

Connectivity relates the number of intersections along a section of road and how the entire area is connected to the system. Good street connectivity indicates that there are a variety of options available to travel between locations, such as driving, walking and cycling. Street connectivity should be improved in the areas identified in the map on Page 54 - Areas for improvement of street connectivity, by developing plans to encourage the construction of walkways and bike lanes. Smaller block sizes should also be encouraged.

Street connectivity to promote walking, cycling and compact development

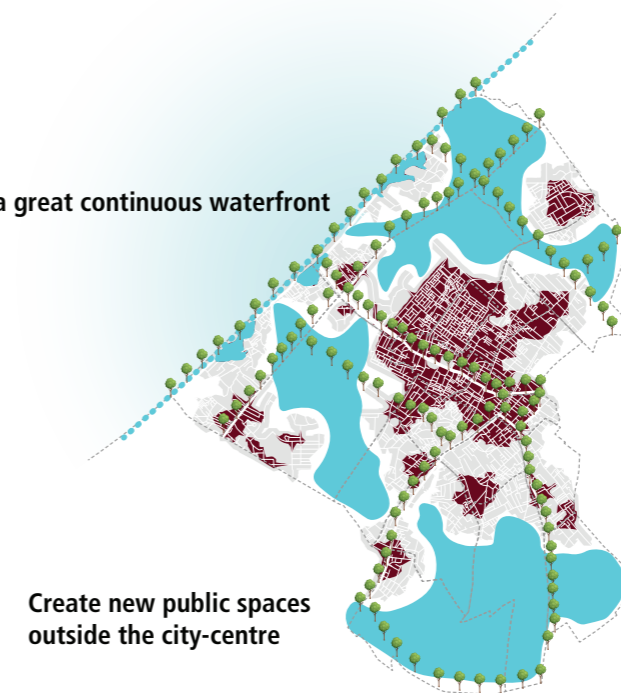


Street connectivity and density improvement outside the city-centre

CREATE NEW PUBLIC SPACES IN UN-SERVED AREAS OF THE CITY

Additional land should be dedicated as public space by the Municipal Council, with priority given to the 54% of Khan Younis identified as requiring public space in the map on Page 54 - Areas for creation of public space. Ideally, all areas of the city should be within 5 minutes walking distance (400 metres) of safe and comfortable public space. These public spaces should also, ideally, be connected, forming a green network throughout the city.

Promote a great continuous waterfront

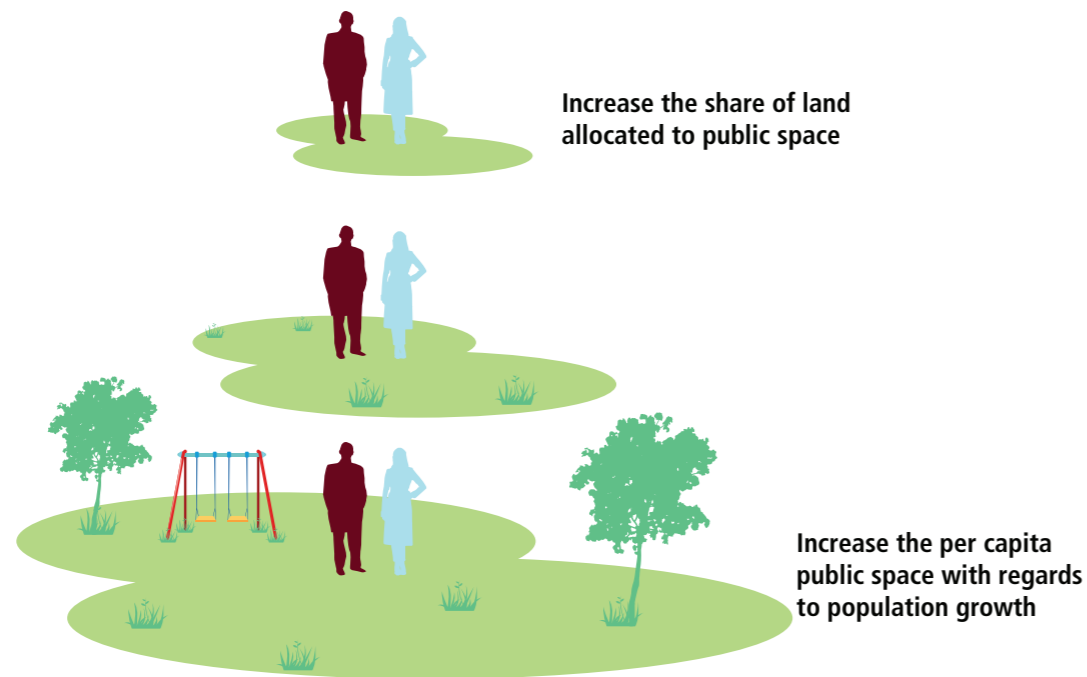


Create new public spaces outside the city-centre

Leverage on medians to create a network

INCREASE THE QUANTITY OF PUBLIC SPACES

Khan Younis Municipal Council should increase the total area of the city dedicated to public space through planning tools such as master planning, urban regeneration and redevelopment, sub-divisions and land readjustment. Increasing the quantity of public space will increase the per capita ratio of residents to public space which at the moment is 3.5m² per person and is expected to reduce to 2.4m² per person by 2030 if the city does not create new public spaces.



LEVERAGE OF GREEN INFRASTRUCTURE TO CREATE GREEN CORRIDORS AND PROMOTE BIODIVERSITY

Khan Younis Municipal Council should establish a continuous network of green and public spaces by connecting medians, transit streets, pedestrian-only and pedestrian-priority streets, bike and walking trails and other linear green spaces. These networks must be designed as part of the city's green infrastructure and as an alternative mobility network for active travel, connecting diverse destinations including public spaces, industrial districts and residential neighbourhoods.



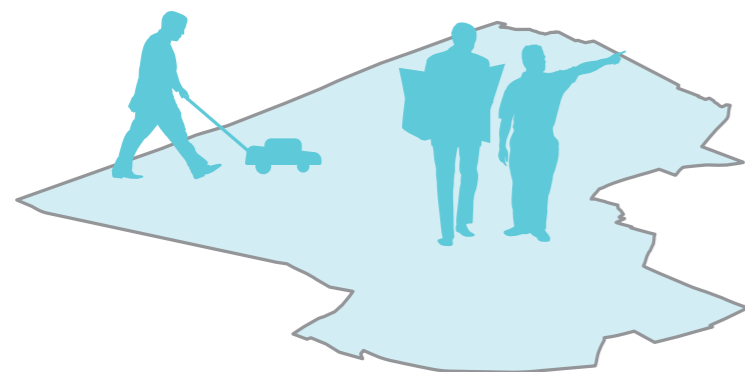
Design public spaces through nature based and green infrastructure solutions to promote environmental and social resilience



PROMOTE DIVERSITY OF USE AND PROGRAMMING OF PUBLIC SPACES

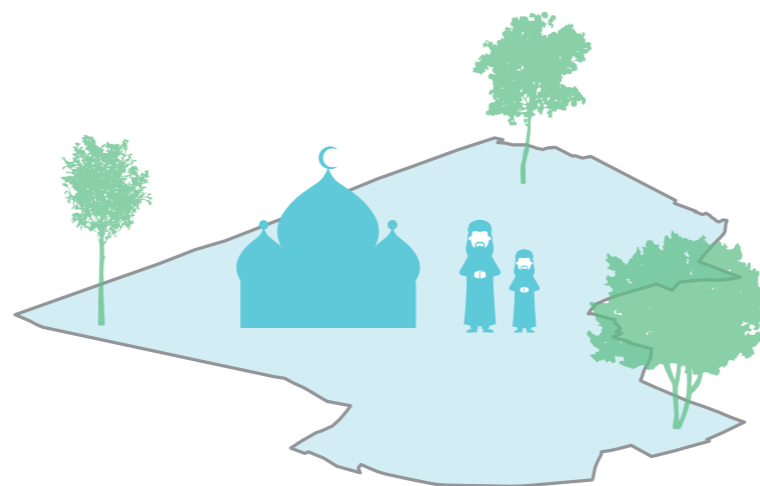
SUPPORT BETTER DESIGN, MANAGEMENT AND MAINTENANCE OF PUBLIC SPACES

Increasing the overall quality of public spaces can be achieved by adhering to universal principles of public space design such as comfort, safety and inclusivity. Not only should public spaces be inclusive of a diverse range of people, but they should support diverse uses at different times of the day, week and different seasons.



CELEBRATE CULTURE AND HERITAGE

Celebrating culture and heritage can be done in many different ways such as organising festivals and markets as well as creating and maintaining landmarks and statues. Festivals held in public spaces create opportunities for people to experience art, music culture and film as well as celebrate traditions. Activities such as festivals also increase feelings of safety in public space as they become activated and vibrant places.



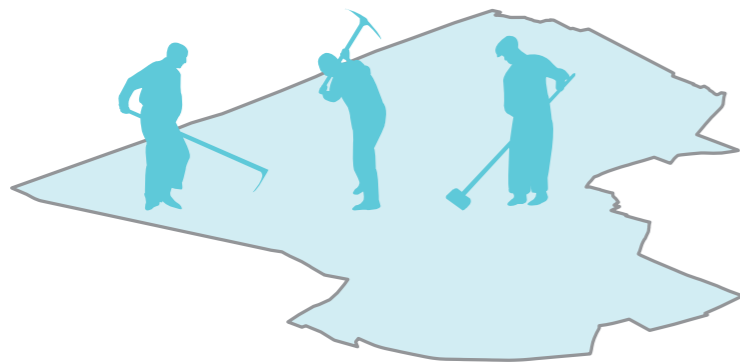
DESIGN FOR COMFORT, AESTHETICS AND ENJOYMENT

Ensure public spaces are designed so that they are well-loved and well used by people of all walks of life, of all abilities - physical and mental, of a mix of ages, genders, religions, socio-economic classes and ethnicities. Ensure that there are diverse things to see and do in public spaces, diverse sitting opportunities, for groups, for couples and individuals. Both through design and social programming, ensure that all ages and genders have a place in public spaces. When designing play facilities for example, ensure that there are complementary uses such as eateries where parents can sit as they watch over their children playing.



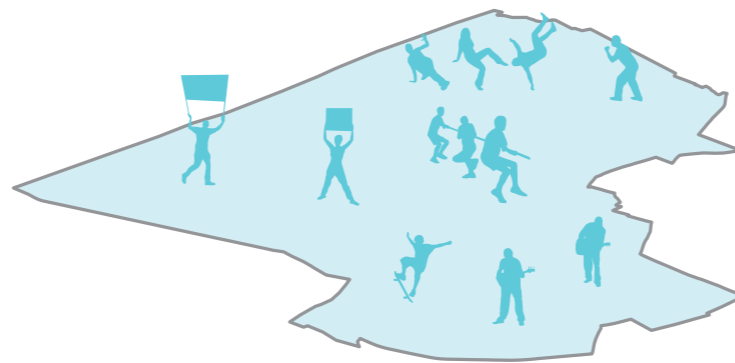
PLAN FOR THE UPGRADE/REHABILITATION OF ABANDONED PUBLIC SPACES TO IMPROVE QUALITY

Upgrading or rehabilitating abandoned public spaces is an efficient way of increasing the amount of quality public space within Khan Younis without having to wait for land to be rezoned, which could take months or years to occur.



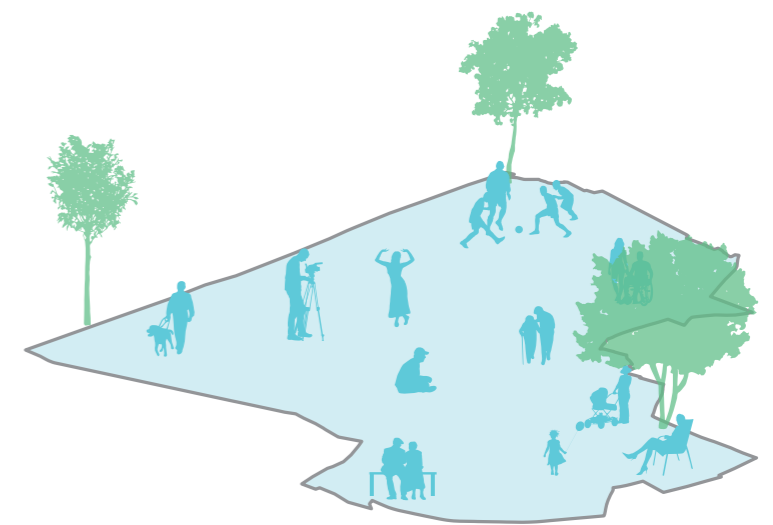
PROMOTE SOCIAL PROGRAMMING AROUND PUBLIC SPACE

Promoting social programming refers to the scheduling of activities in a public space to ensure its use. Maintaining a schedule of events, such as cultural, religious or recreational events, will encourage the public space to be activated throughout the year.



PROMOTE INCLUSIVE PUBLIC SPACES

An inclusive public space is one in which all people, regardless of age, gender, ethnicity, sexuality, religion, socio-economic level or ability can access and feel safe and comfortable in. Some of the basic minimums that the municipality can take-up for a gender sensitive public space include adequate visibility, diverse sitting opportunities, clean and separate toilets, both motorized and pedestrian traffic, adequate and legible signage, and access to public transportation. Importantly, involve women and girls in all stages of the design of public spaces.

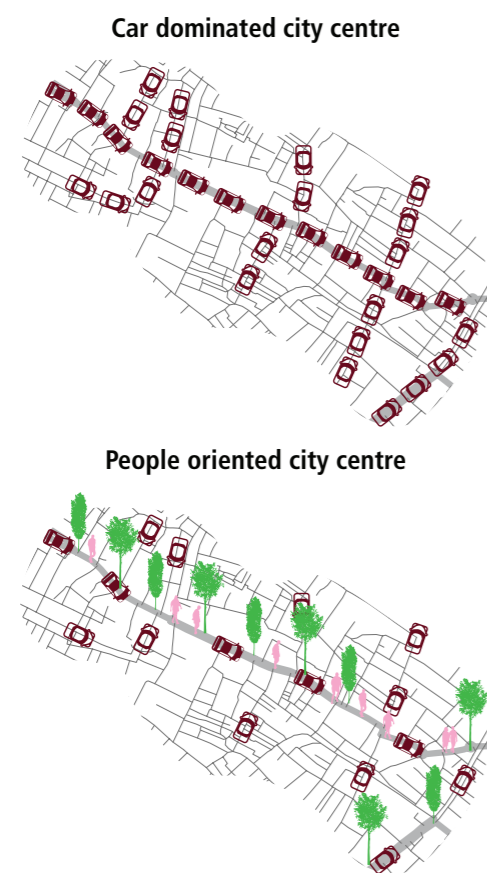




IMPROVE PUBLIC SPACE INFRASTRUCTURE

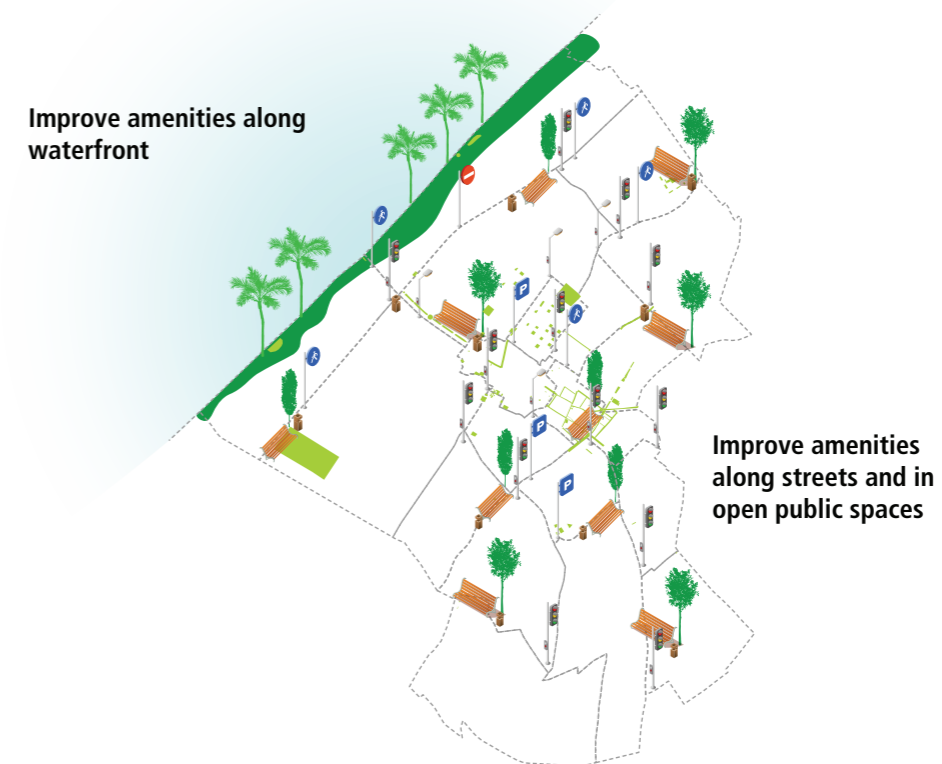
LIMIT CAR MOVEMENT WITHIN THE CITY CENTER

Limiting car movement within Khan Younis city centre will make streets safer, reduce pollution and encourage walking and cycling. The old streets of Khan Younis city centre are narrow, causing regular congestion. Overall, limiting car movement will make the city centre a more attractive destination for residents and tourists alike.



IMPROVE EXISTING AND CREATE NEW AMENITIES IN PUBLIC SPACES

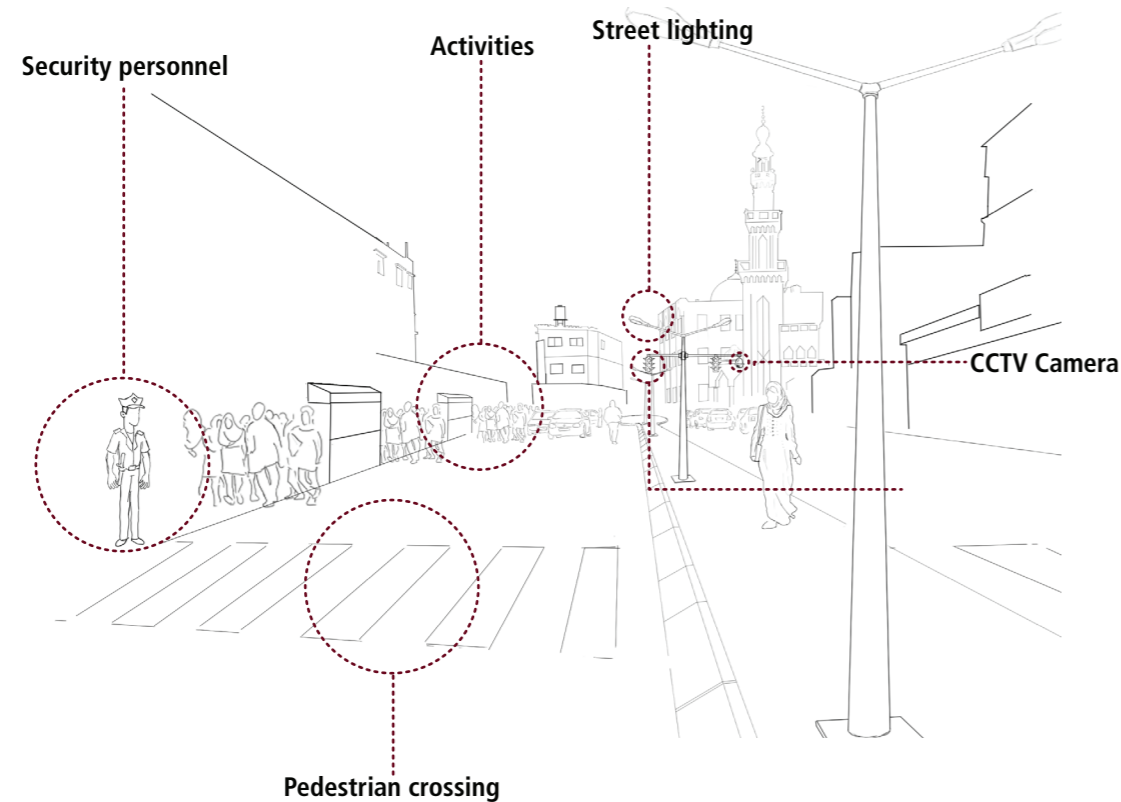
The presence of amenities is one of the major reasons why people travel to and use public spaces. Amenities can include seating, lighting, garbage bins, shading, kiosks and baby care facilities. Improving the quality and quantity of amenities available in a public space can draw people to the space and make them stay longer. Existing amenities should be restored and maintained and new amenities should be determined according to the needs of local residents, to ensure utilization.



PROMOTE SAFETY – EYES ON THE STREET

A variety of mechanisms can be implemented to promote safety in public spaces. In particular there needs to be a heightened awareness of gender-specific urban safety and security issues in Khan Younis. This, for example, could be through the use of campaigns and media to communicate information regarding issues of safety in public spaces especially especially for women and girls.

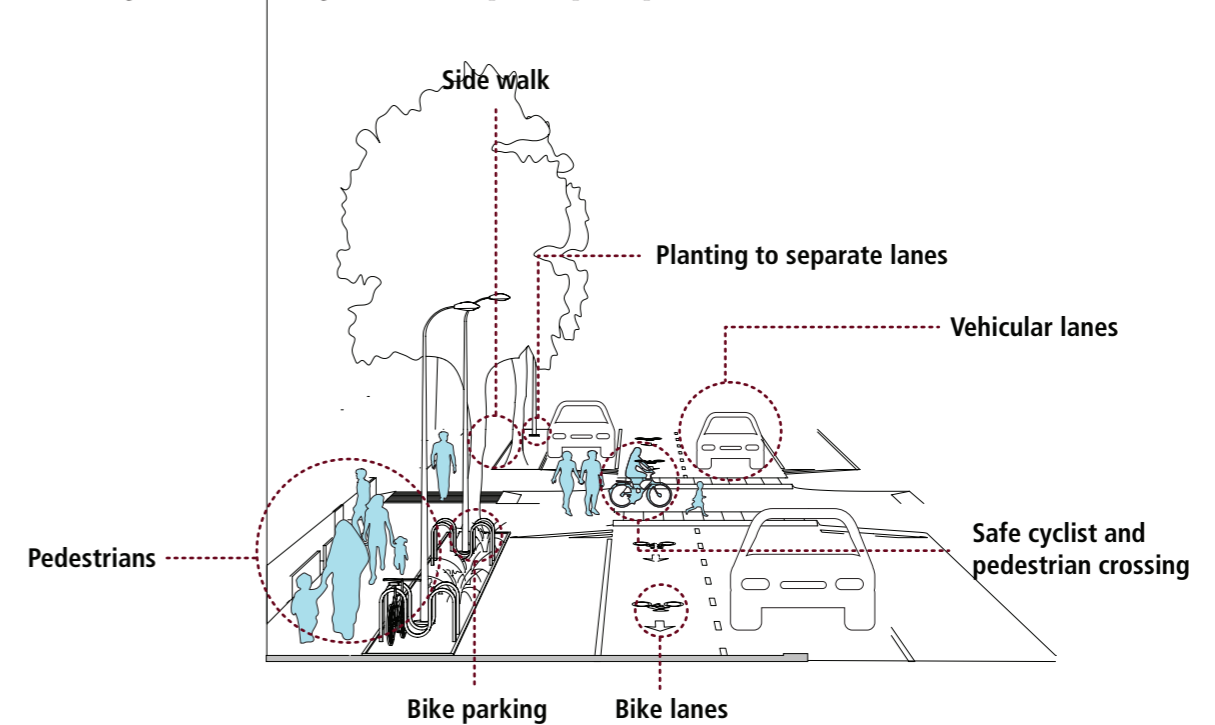
Clear sightlines along streets and in open public spaces can improve the perception of safety especially among women and girls as it encourages the notion of “see and be seen”. Promoting activities such as street vending along streets and cycling routes to increase natural surveillance by increasing the number of “eyes on the street”. High fences and walls should be avoided to maintain lines of sight.



PLAN FOR SIDEWALKS AND BIKELANES

Sidewalks and bike lanes should be planned and built in a network throughout the city to increase connectivity. Khan Younis Municipal Council can design and build sidewalks that are wide enough and with even surfaces. Women and girls will walk and cycle if they live in neighborhoods where they feel it is safe and comfortable to do so. Places with sidewalks that are wide enough for pushing strollers and or for children to walk hand-in-hand with adults, having surface texture that is appropriate, where there are curb ramps, with regular street crossings and there is protection from motorized traffic can promote walking by women and girls.

In order to promote a culture of cycling, Khan Younis Municipal Council can create a continuous network of protected and dedicated bike lanes with an even and obstruction-free surface. Through physical separation, provide protection from motorized traffic. Importantly, they should pay particular attention to safety, convenience, culture and comfort for cyclists and people on foot. Besides cycling lanes, it is important to provide bicycle parking racks at strategic locations, along the streets, in public spaces, public facilities and offices.





CREATE AND PROMOTE RULES AND REGULATION AROUND PUBLIC SPACE



SUPPORT ACQUISITION OF LAND FOR PUBLIC SPACE

To increase the quantity of public space available throughout Khan Younis, land can be acquired through the rezoning of land dedicated for other purposes.



DEVELOP STANDARDS AND GUIDELINES AROUND PUBLIC SPACE

A wide range of universal guidelines and standards for public space already exist, including UN-Habitat's Global Public Space Toolkit' (2015), which can be reviewed to develop guidelines specifically for Khan Younis.



ENSURE PUBLIC AND PRIVATE SECTOR PARTICIPATION IN THE DESIGN, IMPLEMENTATION AND MAINTENANCE OF PUBLIC SPACES

Including both public and private sector participation in the design, implementation and maintenance of public spaces will engender a sense of ownership of these spaces, increasing the likelihood the spaces are well utilized and remain free from vandalism. This can be achieved through encouraging public participation during the design phase in particular to ensure the space is utilized once it has been implemented.



City scale public space planning



PROVIDE FOR RULES OF USE IN PUBLIC SPACES AND APPLY PENALTIES FOR ALL FORMS OF VIOLENCE AGAINST WOMEN IN PUBLIC SPACES

Due to the high levels of harassment and perception of unsafety in public spaces throughout Khan Younis, it is recommended that rules for the standards of acceptable behaviour in public spaces should be developed and enforced by Khan Younis Municipal Council.



DEVELOP ACTION PLANS THAT ARE SYNCHRONISED WITH MUNICIPALITY WORKPLANS ON PUBLIC SPACE.

Khan Younis should adopt strategies and prepare action plans that are practical and implementable, for example to pick the top 10 priority public spaces for upgrading and then implement them in the first year or create new public spaces in the identified areas. These actions can be synchronised with municipal workplans to ensure they are implemented.



FORMULATE POLICIES AND LAWS THAT ENSURE THE PROTECTION OF PUBLIC SPACES.

Finally, policies should be developed and implemented to protect existing and future public spaces. These policies should ensure the ongoing maintenance of public spaces and prevent them from being rezoned for other uses (such as residential development) at a later date.



Neighborhood public space planning

Site creation or upgrading



Men and women during construction of public space in Khan Younis © UN-Habitat

5

CHAPTER

ANNEXES AND REFERENCES

- Annexes
- References

ANNEX

DIGITAL QUESTIONNAIRE

Khan Younis - القضاء على العنف ضد النساء والفتيات في الأماكن العامة في الأراضي الفلسطينية -

Time and Frequency of Survey

WHAT DAY OF THE WEEK IS IT?

Weekday

Weekend

WHAT TIME OF THE DAY ARE YOU CONDUCTING THE SURVEY?
Please record the time you are conducting the survey while on site

hh:mm

STATE THE NUMBER OF TIMES YOU ARE CONDUCTING THIS SURVEY IN THIS PUBLIC SPACE

1

2

3

Public Space Identification

1.1 GEO-LOCATION OF THE PUBLIC SPACE:
10 meters and less is the accepted accuracy level, always be at the middle of the space before pressing the geo reference button

latitude (x,y °)

longitude (x,y °)

altitude (m)

accuracy (m)

1.1.1 PUBLIC SPACE ID:
Start with the area code from the printed map, and then number of the public space putting "*" between.(eg:JR-GR1-001)

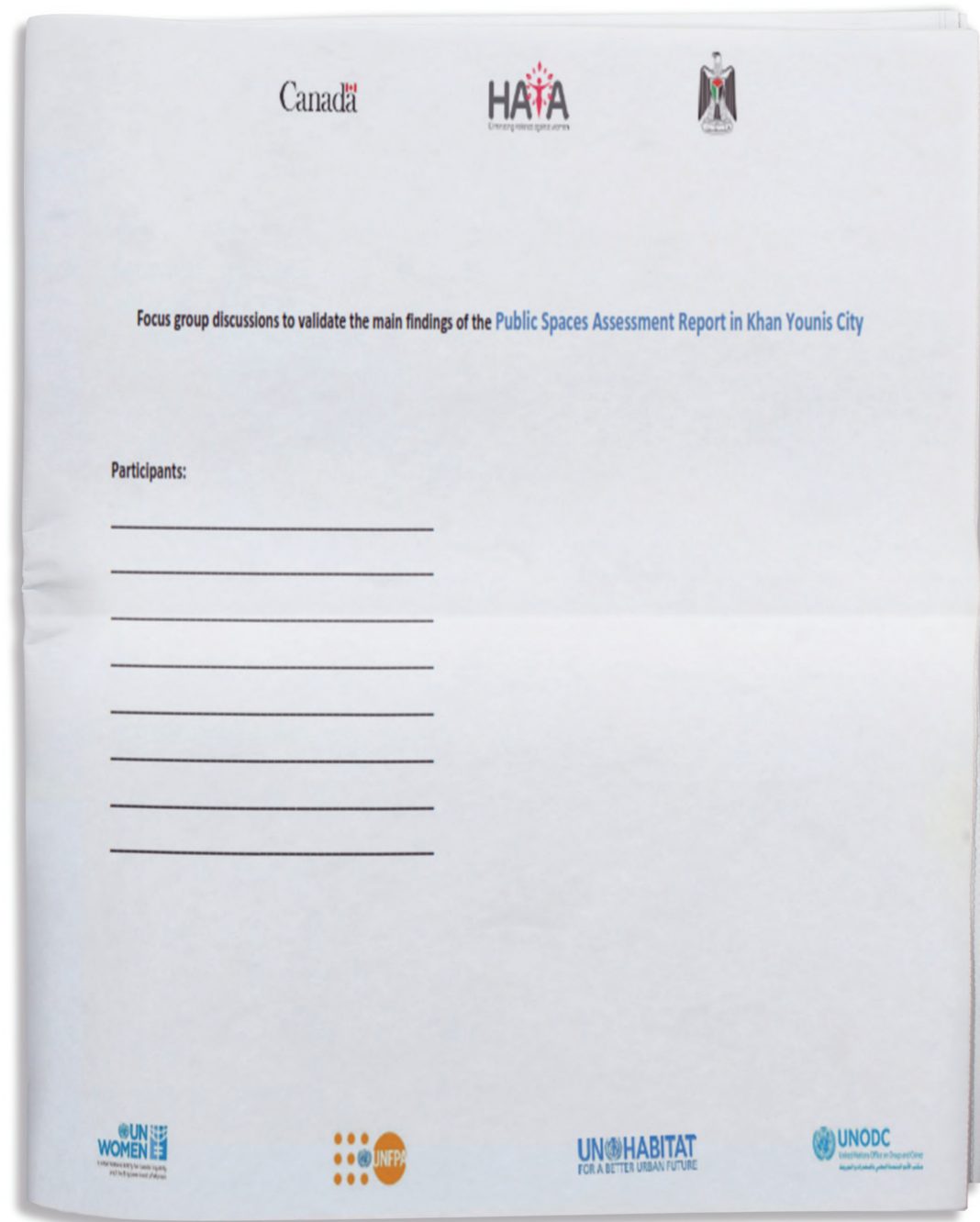
SECTION A: PUBLIC SPACE ASSESSMENT

» 1. IDENTIFICATION OF THE OPEN PUBLIC SPACE



Scan QR Code to access the full questionnaire or type in <https://qrqo.page.link/vyJGu> in your browser.

FOCUS GROUP WORKSHEET FOR DATA VALIDATION



Scan QR Code to access the full focus group discussion worksheet or type in <https://qr.go.page.link/TZFdN> in your browser.

PERFORMANCE OF EACH OPEN PUBLIC SPACE

No.	CODE	Typology	Physical facilities index	Accessibility Index	Comfort index	Green Index	User Index	Use Index	Safety Index	Priority for Improvement
1	SM-GR3-002	Water Body Frontage	0	32	0	0	11	50	16	16
2	JL-GR8-003	Playground	0	27	8	0	11	50	21	17
3	JL-GR8-001	Plaza/ square	0	27	8	0	11	50	24	17
4	AA-GR4-007	Green Public Space	0	32	4	13	11	50	16	18
5	JL-GR8-002	Playground	0	27	8	0	22	50	21	18
6	AA-GR4-008	Green Public Space	0	32	8	13	11	50	15	18
7	MH-GR9-007	Playground	10	23	4	13	11	50	24	19
8	AA-GR4-005	Green Public Space	0	32	13	13	11	50	18	19
9	MM-GR9-007	Plaza/ square	0	27	4	0	11	67	27	19
10	NM-GR3-004	Water Body Frontage	10	27	0	0	11	67	21	19
11	TA-GR3-007	Green Public Space	0	36	4	25	11	50	16	20
12	AA-GR4-010	Green Public Space	0	27	29	13	11	50	18	21
13	TR-GR10-004	Playground	0	41	17	0	22	50	19	21
14	AJ-GR6-005	Plaza/ square	20	27	25	0	11	50	15	21
15	SM-GR3-001	Water Body Frontage	20	32	8	0	22	50	16	21
16	BS-GR5-014	Playground	0	27	13	0	22	50	38	21
17	NM-GR3-002	Playground	0	36	33	0	11	50	19	21
18	BS-GR5-015	Playground	30	27	4	13	11	50	15	21
19	AA-GR4-013	Green Public Space	10	36	8	13	11	50	23	22
20	AA-GR4-012	Green Public Space	0	32	25	13	11	50	24	22
21	AM-GR7-010	Plaza/ square	0	36	4	0	44	50	20	22
22	MM-GR9-008	Plaza/ square	30	27	4	13	11	50	21	22
23	NS-GR10-006	Plaza/ square	10	36	21	0	22	50	18	23
24	AA-GR4-016	Green Public Space	0	32	13	13	33	50	18	23
25	BS-GR5-005	Plaza/ square	30	36	4	13	11	50	15	23
26	TR-GR10-003	Playground	40	41	4	0	11	50	13	23
27	BS-GR5-009	Plaza/ square	30	36	4	0	22	50	17	23
28	BS-GR5-008	Plaza/ square	40	36	13	0	11	50	11	23
29	TA-GR3-005	Green Public Space	10	32	4	38	11	50	17	23
30	NM-GR3-003	Green Public Space	0	36	17	13	11	67	19	23
31	AA-GR4-006	Green Public Space	0	32	29	13	22	50	18	23
32	BS-GR5-010	Plaza/ square	30	36	13	13	11	50	14	24
33	TR-GR10-006	Playground	10	32	21	0	33	50	23	24
34	NJ-GR10-004	Playground	40	32	25	0	11	50	11	24
35	JL-GR8-004	Green Public Space	0	27	42	0	11	67	23	24

No.	CODE	Typology	Physical facilities index	Accessibility Index	Comfort index	Green Index	User Index	Use Index	Safety Index	Priority for Improvement
36	TA-GR3-004	Plaza/ square	10	41	4	13	11	67	25	24
37	BS-GR5-006	Plaza/ square	30	36	4	13	22	50	16	25
38	MH-GR9-004	Green Public Space	20	27	4	13	22	67	19	25
39	AA-GR4-009	Green Public Space	0	32	8	25	22	67	21	25
40	AA-GR4-015	Green Public Space	0	32	8	13	33	67	22	25
41	BS-GR5-012	Plaza/ square	30	36	13	0	22	50	25	25
42	BS-GR5-007	Plaza/ square	40	36	13	0	22	50	16	25
43	AM-GR7-004	Plaza/ square	0	23	13	0	56	67	20	25
44	QR-GR7-002	Public Transportation Space	10	45	17	13	22	50	21	25
45	BS-GR5-001	Green Public Space	40	36	4	13	22	50	14	26
46	AM-GR7-005	Plaza/ square	10	41	4	0	33	67	25	26
47	BS-GR5-004	Plaza/ square	50	36	4	13	11	50	16	26
48	MM-GR9-004	Market	40	32	4	0	33	50	22	26
49	TR-GR10-005	Playground	40	36	25	0	11	50	21	26
50	NS-GR10-003	Green Public Space	20	41	4	25	22	50	22	26
51	CC-GR1-013	Wide Sidewalk	10	36	21	13	22	67	17	26
52	JL-GR2-002	Wide Sidewalk	20	32	21	0	33	67	14	27
53	TA-GR3-002	Green Public Space	30	36	4	38	11	50	18	27
54	NS-GR10-002	Green Public Space	30	41	13	25	11	50	19	27
55	TA-GR3-001	Green Public Space	50	36	4	13	22	50	14	27
56	BS-GR5-013	Plaza/ square	40	36	4	13	33	50	14	27
57	AA-GR4-002	Green Public Space	0	32	29	38	22	50	19	27
58	TA-GR3-003	Plaza/ square	40	41	4	13	11	67	16	27
59	QR-GR10-002	Green Public Space	40	41	17	13	22	50	9	27
60	MH-GR9-002	Plaza/ square	40	41	4	25	11	50	21	27
61	AA-GR4-011	Green Public Space	0	32	8	50	11	67	25	28
62	MM-GR9-001	Plaza/ square	20	27	13	13	33	67	23	28
63	AM-GR7-009	Plaza/ square	0	41	17	13	44	67	16	28
64	MM-GR2-003	Commercial Axis	20	41	13	13	33	67	12	28
65	SN-GR2-001	Commercial Axis	30	41	25	13	11	67	12	28
66	CC-GR8-0016	Wide Sidewalk	20	27	29	0	56	50	18	29
67	KA-GR2-001	Commercial Axis	20	41	25	13	22	67	13	29
68	NM-GR3-001	Water Body Frontage	10	45	0	13	56	67	14	29
69	AM-GR7-001	Plaza/ square	20	41	21	13	22	67	21	29

Values are in percentages. Higher percentage means better performance

No.	CODE	Typology	Physical facilities index	Accessibility Index	Comfort index	Green Index	User Index	Use Index	Safety Index	Priority for Improvement
70	NS-GR10-005	Playground	50	41	29	0	11	50	23	29
71	CC-GR2-002	Wide Sidewalk	30	32	17	13	33	67	14	29
72	BS-GR5-002	Green Public Space	40	36	4	25	33	50	16	29
73	CC-GR1-011	Wide Sidewalk	10	41	21	0	56	67	12	29
74	TA-GR3-006	Green Public Space	40	36	4	38	22	50	16	30
75	AM-GR7-008	Plaza/ square	20	23	50	0	44	50	20	30
76	TR-GR10-002	Green Public Space	40	41	4	50	11	50	11	30
77	AM-GR7-011	Playground	30	36	33	0	22	67	19	30
78	QR-GR10-001	Green Public Space	40	41	4	38	22	50	14	30
79	CC-GR1-007	Wide Sidewalk	10	45	21	0	56	67	11	30
80	AS-GR7-001	Plaza/ square	40	45	17	13	22	50	23	30
81	AM-GR7-007	Plaza/ square	20	36	25	0	33	67	29	30
82	MM-GR2-002	Commercial Axis	40	41	17	0	33	67	14	30
83	BS-GR5-003	Plaza/ square	40	36	4	50	11	50	22	31
84	MM-GR2-001	Commercial Axis	30	41	29	0	33	67	14	31
85	AA-GR4-003	Green Public Space	20	27	42	25	33	50	16	31
86	NS-GR10-001	Playground	30	41	33	0	44	50	16	31
87	SN-GR2-003	Commercial Axis	30	41	17	25	22	67	14	31
88	AM-GR7-003	Plaza/ square	40	36	29	13	33	50	17	31
89	TR-GR10-001	Green Public Space	40	36	17	38	22	50	19	32
90	BS-GR5-011	Plaza/ square	40	27	4	50	33	50	17	32
91	AM-GR2-003	Commercial Axis	30	41	38	0	33	67	14	32
92	MA-GR8-010	Market	20	36	25	0	78	50	16	32
93	AA-GR4-014	Green Public Space	20	36	4	50	33	67	15	32
94	CC-GR1-008	Wide Sidewalk	10	36	29	0	56	83	13	33
95	CC-GR1-014	Wide Sidewalk	30	36	21	25	56	50	12	33
96	SN-GR2-002	Commercial Axis	40	41	4	25	33	67	21	33
97	CC-GR1-012	Wide Sidewalk	20	50	29	0	56	67	10	33
98	AM-GR7-002	Plaza/ square	0	41	21	13	78	67	16	34
99	NS-GR10-008	Market	30	36	46	0	33	67	23	34
100	MH-GR9-003	Public Transportation Space	20	45	4	13	78	67	11	34
101	CC-GR1-001	Wide Sidewalk	40	32	29	25	33	67	13	34
102	AS-GR7-002	Plaza/ square	40	59	17	13	22	67	22	34
103	JL-GR2-001	Wide Sidewalk	40	32	25	13	56	67	11	35

No.	CODE	Typology	Physical facilities index	Accessibility Index	Comfort index	Green Index	User Index	Use Index	Safety Index	Priority for Improvement
104	AM-GR7-006	Plaza/ square	50	50	17	13	33	67	15	35
105	AA-GR4-004	Green Public Space	40	36	4	50	33	67	15	35
106	CC-GR1-003	Wide Sidewalk	20	36	54	13	33	67	24	35
107	AJ-GR6-015	Market	60	68	4	0	56	50	11	36
108	JL-GR5-001	Wide Sidewalk	20	41	38	0	78	50	23	36
109	AJ-GR6-006	Green Public Space	20	64	4	75	22	50	14	36
110	CC-GR1-015	Wide Sidewalk	30	41	21	25	56	67	11	36
111	CC-GR1-010	Wide Sidewalk	40	32	21	25	56	67	12	36
112	MM-GR9-005	Plaza/ square	50	50	17	0	44	50	44	36
113	CC-GR1-005	Wide Sidewalk	20	55	29	25	56	50	23	37
114	AJ-GR6-010	Green Public Space	30	64	4	75	22	50	15	37
115	MH-GR9-001	Plaza/ square	40	50	4	13	44	67	44	37
116	CC-GR1-004	Wide Sidewalk	20	36	58	13	56	67	13	38
117	MH-GR9-006	Green Public Space	60	36	8	38	56	50	16	38
118	AM-GR2-001	Commercial Axis	40	41	50	13	44	67	11	38
119	CC-GR1-002	Wide Sidewalk	20	27	46	25	56	67	27	38
120	AM-GR2-002	Commercial Axis	50	32	38	13	56	67	17	39
121	MM-GR9-006	Public Transportation Space	40	41	29	0	78	67	19	39
122	AJ-GR6-007	Green Public Space	30	64	4	75	44	50	18	41
123	CC-GR1-009	Wide Sidewalk	40	36	63	13	56	67	13	41
124	MH-GR6-001	Public Transportation Space	60	68	21	13	44	67	16	41
125	AJ-GR6-014	Green Public Space	30	64	4	75	56	50	14	42
126	AA-GR4-001	Playground	60	45	13	50	44	67	14	42
127	AJ-GR6-002	Green Public Space	50	68	4	38	78	50	16	43
128	AJ-GR6-004	Green Public Space	40	64	4	38	89	50	24	44
129	MH-GR9-005	Green Public Space	80	50	29	25	67	67	19	48
130	MM-GR9-003	Public Transportation Space	40	50	38	0	67	67	76	48
131	AJ-GR6-003	Green Public Space	40	64	4	63	89	67	16	49
132	MH-GR6-002	Plaza/ square	90	59	17	50	56	50	22	49
133	AJ-GR6-001	Green Public Space	50	68	4	75	89	50	14	50
134	AJ-GR6-012	Green Public Space	60	68	4	75	89	67	14	54

Values are in percentages. Higher percentage means better performance

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