

GUIDELINES FOR
GENDER PERSPECTIVE
MAINSTREAMING IN URBAN
PLANNING ACTIONS IN THE
VALENCIAN COMMUNITY



GENERALITAT
VALENCIANA



The "Guide for the incorporation of the gender perspective in urban actions Valencian Community" was one of the 21 finalists in the 2022 Architecture Awards of the CSCAE Superior Council of Colleges of Architects of Spain, among more than 650 proposals from all over Spain.

DDIRECTORATE

General Director of Urban Planning
Vicente Joaquín García Nebot
Sub-directorate General of Urban Planning
Anna Piñeiro Valls

TECHNICAL TEAM

Universitat Politècnica de València
Eva M. Alvarez Isidro Carlos J. Gómez Alfonso

COLLABORATORS:

José Luis Calabuig Ortuño
Victoria Aguilar Frechina
Victoria Calabuig Aguilar

PHOTOGRAPHS

© Carlos Gómez-Eva Alvarez
Foresturbia © The Empire & OFFICE U67

Whereabouts London © Catapult Future
Cities & Greater London Authority

DESIGN AND LAYOUT

IGM Creatividad Isabel Giner Marco

ISBN 978-84-482-6787-2
Depósito legal V-3805-2022

ADVISORY TEAM:

Amaya Acevedo Albertos
Documentation, Publications
and Departmental Statistics.
Regional Ministry of
Education, Culture
and Sport

Pepa Bertolín Corbaton
Coordination of Equality
Units.

Vice-presidency and Regional
Ministry of Equality and
Inclusive Policies

Marina Calatayud Cuesta
Documentation, Publications
and Departmental Statistics.
Regional Ministry of
Territorial Policy, Public Works
and Mobility

Vicente Collado Capilla Green
Infrastructure and Landscape.
Regional Ministry of
Territorial Policy, Public Works
and Mobility

Sonia Gómez - Pardo Gabaldón
Territorial Town Planning of
Valencia.
Regional Ministry of Territorial
Policy, Public Works and
Mobility

Blanca Marin Ferreiro
Director of Aeropuerto de
Castellón SL

Anaïs Menguzzato Garcia
Managing Director of
Ferrocarriles de la Generalitat
Valenciana (FGV)

Palmira Muñoz
Sub-directorate of the
Technical Office. Regional
Ministry of Health

Immaculada Orozco Ripoll
Regional Secretary of
Territorial Policy, Urban
Planning and Landscape.
Regional Ministry of Territorial
Policy, Public Works and
Mobility

Rosa Pardo Marin
General Director of Territorial
Policy and Landscape. Regional
Ministry of Territorial Policy,
Public Works and Mobility

Silvia Román Guia
Coordination and Technical
Support. Regional Ministry of
Territorial Policy, Public Works
and Mobility

Begoña Serrano
Director of the Valencian
Institute of Building

Laura Soto Francés Regional
Secretary of Bioclimatic
Architecture and Sustainability.
2nd Vice-presidency and
Regional Ministry of Housing
and Bioclimatic Architecture

María Such Palomares Director
General of the Valencian
Women's Institute.
Vice-presidency and Regional
Ministry of Equality



PROLOGUE

Law 5/2014, of 25 July, on Territorial Planning, Urban Planning and Landscape, of the Valencian Community, as amended by Law 1/2019, of 5 February, includes the inclusive gender perspective as a principle that inspires all urban planning activity.

Our cities, towns and, in general, urban areas must be spaces that offer conditions and characteristics that make them as comfortable as possible for citizens.

Improving the quality of life is an essential aspect of the territorial model of the Community of Valencia, whose criteria for planning and intervention include equality between men and women, the needs of the different social groups, and the different types of family structures.

Valencian urban planning must be inspired by the conditions that are needed to achieve socially integrated cities, avoiding discriminatory spatial solutions that generate marginal areas and environments of social exclusion, which run contrary to our constitutional values.

In this sense, the gender perspective must be included in the design, definition and execution of urban planning, of which the key elements are the interrelation, proximity and combination of uses to bring together the four spheres of everyday life -productive, reproductive, political and personal- and assign them the same value.

The concept of "gender perspective" is identified with that of the "caring city" as an urban model. In other words, the urban space, mobility, public transport, accessibility, safety, equipment and how our houses are designed are all based on people and their day-to-day lives.

However, the gender perspective is still largely unknown both by those who draw up urban planning documents and by the administration itself, which has to give its final approval to urban planning plans.

Parity and diversity in all their facets, including the participation of children, must be studied and included in urban planning documents, prioritising inclusive criteria and favouring equal access to urban services and infrastructures.

For this reason, the Regional Ministry of Territorial Policy, Public Works and Mobility has considered it essential to publish these GUIDELINES FOR GENDER PERSPECTIVE MAINSTREAMING IN URBAN PLANNING ACTIONS as an aid for both professionals and administrations in their urban development work.

The Regional Ministry would like to encourage all those groups that are engaged in the transformation of society through equal parity, those groups that represent people with reduced mobility, professional urban planning groups and administrations to participate in the definitive wording of these guidelines that we are presenting today.

The Councillor for Territorial
Policy, Public Works and Mobility
Arcadi España García



▼	PART 0	
○	HOW SHOULD THIS GUIDE BE USED?	11
●	PART 1. GENDER PERSPECTIVE	
	1.1 What do we mean by gender perspective?	21
	1.2 Why is a gender perspective necessary in urban planning?	23
	1.3 As far as gender mainstreaming is concerned, does the work process matter in planning?	24
	1.4 Does the Gender Impact Assessment Report (hereinafter, IEIG) incorporate a gender perspective in the planning it assesses?	25
●	PART 2. ABOUT THE CONTENT	
	2.1 How does this guide relate to the LOTUP?	31
	2.2 Equality and inclusion objectives 37	37
	2.2.1 Caring and being cared for	37
	2.2.2 Recognition of diversity	37
	2.2.3 Equal opportunities for people	39
	2.3 Prior information	41
	2.3.1 Intersectionality	41
	2.3.2 Disaggregated data	41
	2.3.3 Participation	43
	2.4 Lines of work, with indicators to be assessed prior to the planning and in the drafted planning	51
	2.4.1 Combination of uses, activities and green infrastructure: Sustainability and climate change	51
	2.4.2 Mobility, equipment, services and housing: Assembled infrastructures	59
	2.4.3 Network of common spaces: spatial continuum	67
	2.4.4 Safety and habitability in the public space: Maintenance, comfort and urban quality	75
	2.5 Transversality	83
	2.5.1 Social, economic, political management	83
	2.5.2 Red flags against structural discrimination	84
●	PART 3. ABOUT THE DOCUMENTS	
	3.1 Gender perspective mainstreaming in urban planning documents according to LOTUP	93
	3.1.1 According to the LOTUP Preamble	93
	3.1.2 According to LOTUP articles	95
	3.1.3 According to LOTUP Annex XII	99
	3.1.4 Summary of LOTUP documents	105
	3.2 Suggestions and recommendations for mainstreaming gender perspective in the documentary process	111
	3.3 Preparing IEIG documents in accordance with these guidelines	115
●	PART 4. ABOUT THE PROCESS	
	4.1 Recommendations and suggestions for mainstreaming gender perspective in planning effective	123
	4.2 Working process over time and checklist'	124
●	BIBLIOGRAPHY	133

GUIDELINES FOR
GENDER PERSPECTIVE
MAINSTREAMING IN URBAN
PLANNING ACTIONS IN THE
VALENCIAN COMMUNITY

Part 0



HOW SHOULD THIS
GUIDE BE USED?



HOW SHOULD THIS GUIDE BE USED?

One of the objectives of the LOTUP, i.e., Law 5/2014, of 25 July, on Territorial Planning, Urbanism and Landscape, of the Valencian Community is to mainstream an inclusive gender perspective into urban planning. In addition, its Annex IV specifically establishes as a criterion of urban quality the mainstreaming of this perspective when it comes to providing urban facilities throughout the territory.

In line with these declarations of principle, and in order to consolidate the transformative intent of this Law, these '**Guidelines for Gender Perspective Mainstreaming in Urban Planning Actions in the Valencian Community**' addresses three **objectives**:

1. To support decision-makers in the process of reflection, over time, in order to mainstream the gender perspective in the environment we live in. In other words, its aim is to provide support during the decision-making process for anyone who is considering how to reduce the inequalities between people caused by the built environment, an aspiration that is already incorporated in the LOTUP. In this sense, it is aimed at political decision-makers and technical Public Administration staff.
2. To support urban planning **drafting teams** in the process of transferring determinations relating to gender mainstreaming to project decisions in the urban planning or actions they are working on.
3. To advise the drafting teams, through recommendations and suggestions, on how to **draft planning documents** in accordance with the stipulations of the LOTUP, with emphasis on the Gender Impact (Assessment) Report.

In addition, as the Guidelines are intended to be informative, they may prove useful for anyone interested.

For this purpose, the Guidelines are organised in four interrelated parts or sections, each with their own profile:

Part 1: Introduction. An approach to certain ideas about the gender perspective, and why it needs to be mainstreamed.

Part 2: Basic contents. This section organises and systematises the basic contents that should be reflected upon and debated in order to mainstream the gender perspective into the built environment. This part presents the basic notions, establishing their link to the LOTUP.

To provide anyone using these Guidelines with a follow-up mechanism, tables of recommendations are included for each block of contents – referred to here as Lines of Work – by way of a summary, with prior actions, guiding questions and self-assessment indicators. These tables are intended to be used as suggestions, and the extent and use thereof should be tailored, at the discretion of the drafting team, to the size of the population and planning instrument.

Each table includes:

- Prior actions to be taken into account before embarking on the planning process.
- Guiding questions designed to encourage reflection on some aspects that are considered important.
- Indicators and sub-indicators, which can facilitate the assessment of the situation in the previous state of affairs, i.e., before the planning process begins; and the assessment of the situation resulting from the planned planning process. Therefore, what will be assessed is whether the planning determinations replicate or improve the previous situation. These indicators can also be of help in the subsequent preparation of documents.

Part 3: Documentation. This section aims to reflect and make suggestions on how to transfer the contents considered in Part 2 to the different urban planning or action documents, following the outline or path laid out in the LOTUP. To this end, the contents and their indicators are linked to the articles of the LOTUP, and a number of recommendations are made. Finally, the conditions to be met by the mandatory IEIG are defined.

This Part 3, which has a more documentary and/or administrative nature, makes frequent calls or references to Part 2, thereby linking the documents in Part 3 to the contents developed in Part 2.

Part 4, on how to organise the work **process** over time, in order to facilitate effective gender mainstreaming in a simpler and more appropriate way. This section seeks to establish recommendations for the adequate development of the whole process, before the drafting of the planning instrument, during the drafting process, and after the drafting process and in its application.

Without departing from the LOTUP, all the parts into which this Guide is divided help to achieve the objectives described in this introduction, although Part 1, Part 2 and Part 4 can be more closely associated with the achievement of objectives 1 and 2, and Part 3 with the achievement of objective 3. Finally, a bibliography is referred to, which is also recommended for those who wish to study any of the issues mentioned here in greater depth.

When read from beginning to end, the Guidelines allows for a general and linear approach. But they also allow a more direct approach, in which case the text itself leads to other sections of the text for its understanding and application.

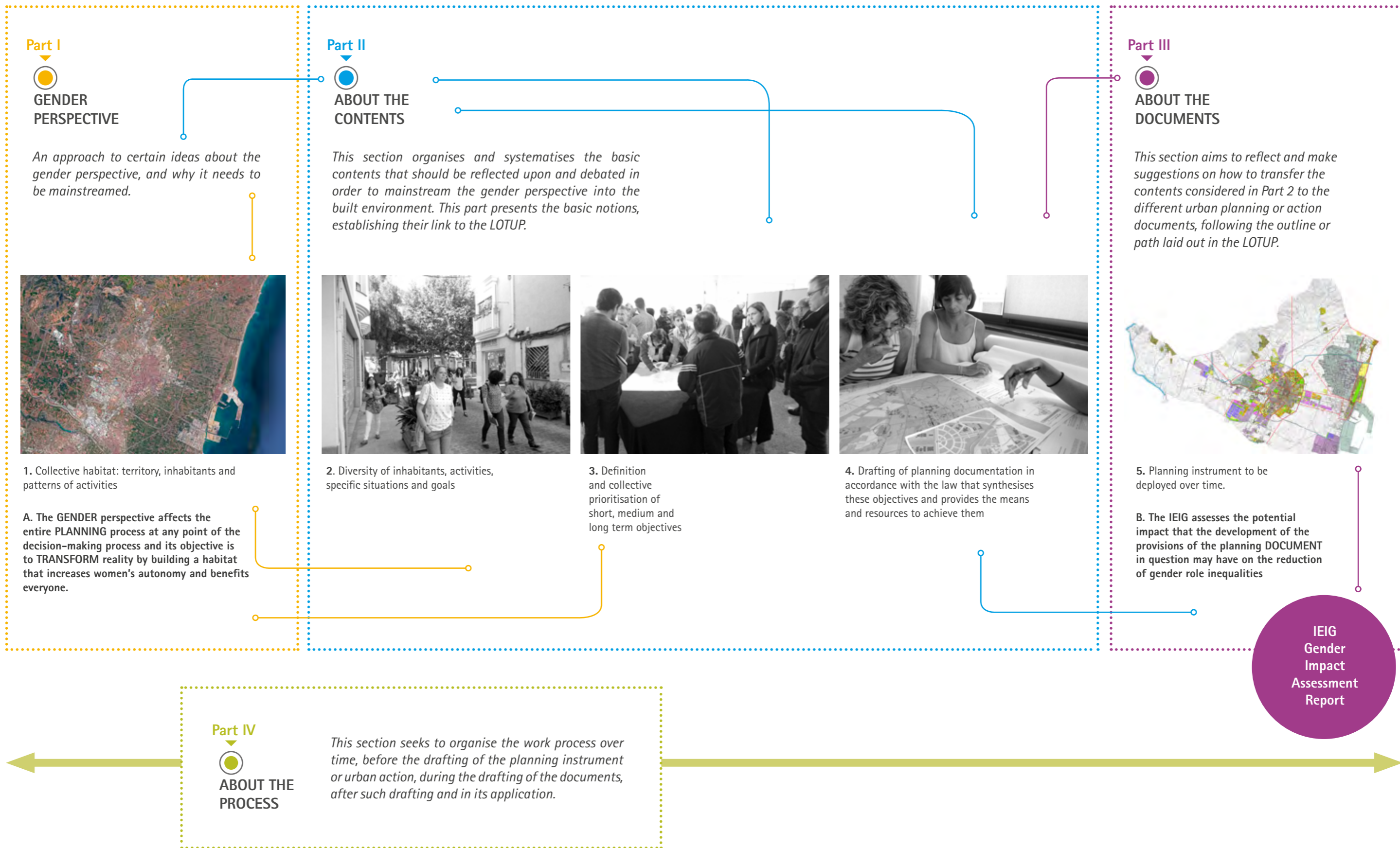
If some terms are confusing, we recommend that you refer to the glossaries in the following publications:

- From page 60 onwards, in Manual Para La Incorporación de La Perspectiva de Género En La Programación Común a Escala Nacional (Manual for Gender Mainstreaming in Common Programming at the National Level), 2018.¹
- From page 16 onwards, Handbook for Gender-Inclusive Urban Planning Urban Design, 2020 ²



¹ Manual Para La Incorporación de La Perspectiva de Género En La Programación Común a Escala Nacional, 2018.

² Horacio Terraza and M. Beatriz Orlando, Handbook for Gender-Inclusive Urban Planning Design, 2020 <<https://openknowledge.worldbank.org/handle/10986/33197>>.





PRIOR ACTIONS

To be taken into account BEFORE embarking on the process or action

GUIDELINES FOR GENDER PERSPECTIVE MAINSTREAMING IN URBAN PLANNING ACTIONS. COMMUNITY OF VALENCIA

COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE
 LOTUP Annex XII Points 3 and 4

PRIOR ACTIONS

PRIOR ACTIONS	The planning drafting team establishes collaboration with a representative of the team that is drawing up the Environmental Impact Report	<input type="checkbox"/>
	The planning drafting team establishes collaboration with a representative of the team that is drawing up the Sustainable Urban Mobility Plan	<input type="checkbox"/>
Review existing reports	Review of the binding national and regional legislation in the field of sustainability	<input type="checkbox"/>
	Review of the UN, European, Spanish and Valencian Community Urban Agendas, as well as municipal ones, if any	<input type="checkbox"/>
	Revision of the sustainable mobility plan or study, as the case may be	<input type="checkbox"/>
	Review of the studies on circular economy, urban regeneration and rural reactivation	<input type="checkbox"/>

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof shall be in accordance with the size of the population and the planning instrument

54

CHECK:
If it has been taken into account or NOT

The use of these tables is a SUGGESTION AND A RECOMMENDATION

ICON Identifies the line of work

- Prior information
- Sustainability and climate change
- Facilities and infrastructures
- Common areas
- safety and urban quality
- Social, economic and political management
- Structural discrimination



GUIDING QUESTIONS

Reflection on important aspects that should be considered

GUIDELINES FOR GENDER PERSPECTIVE MAINSTREAMING IN URBAN PLANNING ACTIONS. COMMUNITY OF VALENCIA

Part I GENDER PERSPECTIVE | Part II OVER THE CONTENTS | Part III OVER THE DOCUMENTS | Part IV ABOUT THE PROCESS

COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE
 LOTUP Annex XII Points

GUIDING QUESTIONS

GUIDING QUESTIONS	In terms of the population's needs in terms of leisure, sport and health, is the distribution of green spaces known?	<input type="checkbox"/>
	Are these spaces arranged in a structured network ranging from the local to the territorial level?	<input type="checkbox"/>
	In areas that are more specialised in paid work, such as industrial estates or commercial areas, are green spaces available nearby?	<input type="checkbox"/>
	Are the mobility patterns of each previously identified user profile known?	<input type="checkbox"/>
	Have mobility systems been proposed that address the mobility of care in a feasible manner?	<input type="checkbox"/>
	Has an urban model been proposed that addresses the relationship between home - paid work - care support services?	<input type="checkbox"/>
	Is home and building improvement being promoted to enhance energy efficiency and prevent fuel poverty?	<input type="checkbox"/>
	Is drinking water of sufficient quality available in the domestic drinking water supply network?	<input type="checkbox"/>
	Have pets or urban fauna been considered in the design of local green spaces?	<input type="checkbox"/>

55

ICON Identifies the line of work

CHECK:
If it has been taken into account or NOT

INDICATORS

Set of items to be assessed prior to the action and as a forecast of the outcome of the action

GUIDELINES FOR GENDER PERSPECTIVE MAINSTREAMING IN URBAN PLANNING ACTIONS. COMMUNITY OF VALENCIA

COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE
 LOTUP Annex XII Points 3 and 4

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
S01. Rel. Compactness / Free space	No. of dwellings per hectare/ Surface area of free space	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Green spaces less than 400m from housing	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Relationship between sun and shadow in the public space according to the season	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Use of the space's natural light	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interlinked and distributed network of green spaces	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S02. Short distances	No. of local services within a radius of 400 m from the house	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Living/relationship spaces linked to a pedestrian network every 300m	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Local facilities less than 10 min from home	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nursery within 1000 m of the distribution	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public school within 1000 m of the house	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Day centre for dependent persons less than 1000 m from home	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Centro de salud en menos de 2000 m de la vivienda	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Health centre less than 2000 m of the home	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S03. Housing distribution	Homogeneity of the amount of social housing on the territory	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Diversity of the type of housing Social housing offered	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Homogeneous distribution of various types of housing on the territory	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of well-oriented dwellings in terms of sunshine	---	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Availability of local teleworking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

56

ICON Identifies the line of work

BEFORE >> DATO:
approximate numerical value

BEFORE >> CHECK:
If it has been taken into account or NOT

DURING DOCUMENTATION >> CHECK:
If it REPLICATES the previous situation

DURING DOCUMENTATION >> CHECK:
If it IMPROVES the previous



1.1 WHAT DO WE MEAN BY GENDER PERSPECTIVE?

Each person is a unique human being, marked by diverse circumstances, recognised as such in the laws in force in the countries of our cultural and political environment, and in the Declaration of Human Rights. According to these documents, sex, age, abilities, ethnicity, nationality, religion, sexual orientation... are conditions that should not imply any form of discrimination. However, it is not difficult to see that these factors do affect us, so much so that they even condition our daily lives. In addition, other situations affect us in the same way, such as a person's socio-economic status, level of education, marital status, number of children, number of dependent persons under his or her care, community health situation, foreign or immigrant status and, of course, their imposed and assumed gender role.

A **gender role**³ is the role assigned a priori to each person as a result of a deep-rooted sociocultural construction that confers different characteristics and obligations on people based on their sex, irrespective of the individual's free expectations. Furthermore, by dint of this sociocultural construction, society assigns tasks to be carried out by each person in line with this gender role. In this division of labour, women have been assigned unpaid reproductive work⁴, which includes caring for dependent persons and, in general, all those domestic and non-domestic tasks that are less socially valued; while men have been assigned paid productive work that, in general, is more socially recognised.

For women as a whole - 49% of the total population of the world and 5% of the population of Spain⁵-this reality implies an innate situation of structural inequality⁶ which our country is striving to correct by means of Organic Law 3/2007, of 22 March, for the effective equality of women and men.⁷

On the other hand, this innate gender inequality can be accentuated or diminished by the other circumstances that affect the person, which brings us to consider the concept of intersectionality.⁸ For example, it is most unlikely that the discrimination that an elderly woman may face simply because of her age will not be the same if she is a woman with an average level of income and of Spanish nationality than if she is an immigrant with a low income. The study and systematic comparative analysis of these



Women have been assigned unpaid reproductive work which includes caring for dependent persons and, in general, all those domestic and non-domestic tasks

³ Maria Carolina Marques Ferracini, United Nations Development Programme., and Somalia Country Office, *Gender Mainstreaming Made Easy. Volume II, Volume II*, 2013.

⁴ Inés. Sánchez de Madariaga, *Urbanismo con perspectiva de género* ([Sevilla: Instituto Andaluz de la Mujer, 2007).

⁵ 'United Nations_ World Population Prospects 2019', 2019 <<https://population.un.org/wpp/Download/Standard/Population/>>.

⁶ Banco Mundial Organización Mundial de la Salud, 'Informe Discapacidad 2011 Naciones Unidas', *Informe Mundial Sobre La Discapacidad*, 2011, 388 <<https://doi.org/SBN 978 92 4 068823 0>>.

⁷ 'Ley Orgánica 3/2007, de 22 de Marzo, Para La Igualdad Efectiva de Mujeres y Hombres', *Agencia Estatal Boletín Oficial Del Estado*, 2007 <<https://www.boe.es/buscar/act.php?id=BOE-A-2007-6115>>.

⁸ Kimberle Crenshaw, 'Mapping the Margins: Intersectionality, Identity Politics, and Violence against Women of Color', *Stanford Law Review*, 43.6 (1991), 1241-99 <<https://www.jstor.org/stable/1229039?seq=1>>.



circumstances, collateral to the fact of being a person, will reveal different individual profiles and show the differences that do in fact exist between these profiles and to what degree they condition and characterise the existence of these people.

The **gender perspective**⁹ exposes and analyses the mechanisms and circumstances that produce inequality between people, based on gender roles, just because they are a woman or a man, or because they do not fit into this binary classification. It is particularly worth mentioning that this discrimination is statistically more significant for women¹⁰, given that gender-based violence¹¹ -the most execrable result of this collective assumption of roles, inequalities and injustices - is the tip of an iceberg of structural problems that society must eliminate.

⁹ Sánchez de Madariaga.

¹⁰ 'Mujeres y Hombres En España', Instituto Nacional de Estadística, 2020 <https://www.ine.es/ss/Satellite?L=es_ES&tc=INEPublicacion_C&cid=1259924822888&tp=1254735110672&pagename=ProductosYServicios%2FPYLayout¶m1=PYSDetalleGratis>.

¹¹ Sonia Montañó and others, *Observatorio de igualdad de género de América Latina y el Caribe (OIG) : informe anual 2013-2014 : el enfrentamiento de la violencia contra las mujeres en América Latina y el Caribe (Santiago de Chile: Comisión Económica para América Latina y el Caribe, 2014).*

1.2 WHY IS A GENDER PERSPECTIVE NECESSARY IN URBAN PLANNING?

The environment we inhabit is an environment that has been collectively planned, designed and constructed in accordance with the social, economic and cultural model of society, and with all that this entails. As this construction has been a response to criteria and objectives established by the people of each era, it is therefore easy to infer that these objectives and criteria have been permeated by the cultural values of each given time. Following this line of thought, one can easily deduce that the cities we live in have been designed to promote values associated with the productive male world and to relegate care tasks, mainly assumed by women, which have never received sufficient attention.¹² Questions such as the choice of urban model - compact or dispersed - are usually determined by the interests of the real estate market, but will, however, condition, among many other issues, the efficiency of the different modes of transport and mobility, i.e. the time spent travelling to carry out an activity. Time spent commuting will condition the viability of the triangle formed by the location of the habitual home, the proximity of schools and basic services, and the location of the place of paid work - home, necessary services, work - which will affect the economic autonomy of the care giver and the time they have available for themselves. And so on and so forth...

On the other hand, to quote Dolores Hayden, if we consider the urban landscape as public history¹³ we can clearly observe the appreciation or consideration that society has for jobs linked to care, such as the visibility of cleaning and maintenance jobs or those traditionally carried out by women, such as dressmakers, teachers, shop assistants, market vendors, nurses, midwives, cleaners, lawyers, doctors, musicians, linguists, philosophers, scientists or technicians... Neither the urban spaces linked to these uses are relevant or especially cared for, nor do the names of these women appear on the street maps of our cities.

Therefore, as a priority objective, the mainstreaming of the gender perspective in urban planning - in a broad sense, above and beyond planning per se and its figures - seeks to establish mechanisms to observe the urban and non-urban context, attending to the needs of all groups, people and circumstances, paying particular attention to those people who must endure a situation of structural inequality. It also seeks to establish prioritisation criteria to select urban actions that help to reduce this inequality, whether through urban design, urban planning or urban management, focusing its actions on the development of a caring, 15-minute city.

If we return to the previous example, in which we looked at the difference between an elderly immigrant woman and an elderly Spanish woman living in the same city, an accessible, efficient and safe public transport network will probably be an urban tool that will reduce the differences between the two, as although it will allow them both to access public services, it will prove more beneficial to the one who does not have the means to own a private car.

¹² Zaida Muxi Martínez and others, '¿Qué Aporta La Perspectiva de Género Al Urbanismo?', *Feminismo/S*, 2011, 105-29.

¹³ Dolores Hayden, *The Power of Place: Urban Landscapes as Public History* (Cambridge, Mass.: MIT Press, 1995).



The mainstreaming of a gender perspective in urban planning focuses its action on the development of a caring, 15-minute city



1.3 AS FAR AS GENDER MAINSTREAMING IS CONCERNED, DOES THE WORK PROCESS MATTER IN PLANNING?



The mainstreaming of a gender perspective in urban planning implies that society is taking a decisive stance in favour of the elimination of gender based inequalities between men and women

The mainstreaming of a gender perspective in urban planning requires society to take a decisive position in favour of the elimination of gender inequalities between men and women,¹⁴ in the built environment; it is a clearly inclusive action of a general nature. This action is proposed as an objective of the LOTUP, and throughout its development it focuses on the caring, 15-minute city (Annex XII).

Each of the decisions taken in relation to the action on the common built environment may or may not incorporate this perspective. Therefore, the agents in charge of incorporating it are all those persons who draft any one of the documents of the planning instrument in question (or the urban action) and everyone in charge of supervising the documentary process. In that sense, **the more coordinated the collective action, the greater the expectation of the final outcome.** It is therefore essential that all decision-makers are aware of the objectives of and mechanisms in place for gender mainstreaming.

The Gender Impact (Assessment) Report only confirms the degree of such mainstreaming, carried out by the group of agents working on the planning instrument in the sense established by current legislation. The IEIG itself is not a gender mainstreaming mechanism, but rather a pre-warning mechanism prior to the development of any given urban project.

In other words, the fact that the report exists does not guarantee efficient gender mainstreaming. In fact, **gender mainstreaming is more effective if the drafting team and the supervisory team coordinate and collaborate from the beginning of the planning tasks.**

In this sense, and given that the tables included in Parts 2, 3 and 4 (guiding questions and checklist indicators) are suggestions and should be defined in the work, one of the first actions that the drafting team should carry out in association with the collaborating experts should be to define which indicators will be used to assess the result of the urban development action being drafted.

¹⁴ 'Ley Orgánica 3/2007, de 22 de Marzo, Para La Igualdad Efectiva de Mujeres y Hombres.'

Part I



GENDER PERSPECTIVE

Part II

OVER THE CONTENTS

Part III

OVER THE DOCUMENTS

Part IV

ABOUT THE PROCESS

1.4 DOES THE GENDER IMPACT ASSESSMENT REPORT (GIA) INCORPORATE A GENDER PERSPECTIVE IN THE PLANNING IT ASSESSES?

As already mentioned, Law 5/2014 of 25 July 2014, on Territorial Planning, Urban Planning and Landscape of the Valencian Community (LOTUP)¹⁵, in its consolidated text, declares in its Preamble that 'one of the major objectives of this law is the mainstreaming of a gender perspective as a transversal and transformative concept.'

For this purpose Article 1, 'Objective of this Law', stipulates that

The purpose of this law is to regulate Valencian territorial planning, urban development activity, rational land use and the conservation of the natural environment, from an inclusive gender perspective.'

In addition, **Article 13**, 'Social cohesion, gender perspective and urban planning' sets out five working sections for effective gender mainstreaming and **Annex XII** sets out the 'criteria and rules for planning with a gender perspective' which is developed in detail in ten sections.

Therefore, gender mainstreaming in habitat planning is not something that a team drafting a planning instrument or urban planning action is free to choose or ignore, but rather a legislated collective agreement that must be validly applied, in any case.

In order to proceed effectively, the issues proposed in the legislation need to be carried over and incorporated into the guidelines and provisions provided by the planning instrument in question. In other words, in territorial planning, every decision must equate to a positive action to reduce gender inequality or, at least, it must be neutral.

These decisions must be taken, in any case, since the LOTUP requires it. Therefore, responsibility for instrument the gender perspective lies with the team drafting the planning documentation, the supervisory technical team and the political will that promotes it, all of which is included in and disseminated throughout the said documentation, in all its plans, documents and sectoral reports¹⁶

The modification of Law 9/2003 of 2 April of the Generalitat, for the equality of women and men, was published in the DOGV (Official Gazette of the Valencian Community) on 31 December 2016. Article 45 of the accompanying law amends Law 9/2003, which from that moment onwards establishes the obligation to carry out a gender impact assessment report for any regulation, plan or programme.



The mainstreaming of a gender perspective in habitat management is not something that a team drafting a planning instrument or urban planning action is free to choose or ignore

¹⁵ Ley 5/2014, de 25 de Julio, de Ordenación Del Territorio, Urbanismo y Paisaje, de La Comunitat Valenciana, BOE-A-2014-9625 (Madrid, España, 2014) <<https://www.boe.es/eli/es-vc//2014/07/25/5/con>> [accessed 22 February 2021].

¹⁶ Inés Sánchez de Madariaga and Inés Novella-Abril, 'Género y Urbanismo En España: Experiencias y Perspectivas', Ciudad y Territorio. Estudios Territoriales. Urbanismo y Género, 2020 <<https://doi.org/https://doi.org/10.37230/CyTET.2020.203.01>>.



Article 45

Article 4 bis is added to Law 9/2003, of 2 April, of the Generalitat, for Equality between Women and Men, with the following wording.

Article 4 bis. Gender impact reports

Draft regulations shall include a gender impact report which shall be drawn up by the department or management centre proposing the draft bill or draft regulation, plan or programme in accordance with the instructions and guidelines issued by the body with jurisdiction in the matter and must accompany the proposal from the beginning of the processing process.

Until that time, a gender impact report was only compulsory in the Valencian Community in certain cases - laws of special relevance that were approved by the Council of Ministers - due to the obligation established by the Spanish state in article 19 of its Organic Law 3/2007, of 22 March, for the effective equality of women and men, a situation which, de facto, left a considerable number of urban planning regulations outside of the obligation to have such a report. As of December 2016, in the Valencian Community, the Gender Impact Report referred to in these Guidelines as the Gender Impact Assessment Report, given that this designation explains the objective of the report more clearly, is the legal instrument that makes it compulsory to review, demonstrate and verify whether or not the planning instrument being assessed helps to reduce existing inequalities.

However, the absence of the gender impact report would not remove the obligation to mainstream a gender perspective in urban planning, since it is the LOTUP which requires the inclusion of measures designed to put into effect the principle of equality of women and men in the urban policies of the Valencian Community, as can only be the case given the national, European and international legislative context. In other words, the IEIG is not the instrument that incorporates the gender perspective in planning, but rather the **IEIG evaluates whether or not the planning documentation does or does not incorporate it, transferring the responsibility for this inclusion to the correct development of the planning instrument.**

Despite this, it should be remembered that in the Valencian Community **the existence of the IEIG is mandatory, and that it should be positive**, a situation that further reinforces the need for effective mechanisms for its mainstreaming,¹⁷ which, on the other hand, is undoubtedly to everyone's benefit and is in line with the recommendations of the Urban Agendas of the UN, the European Union and Spain.

“
The Gender Impact Report is the legal instrument that makes it obligatory to review, demonstrate and verify whether or not the evaluated planning instrument helps to reduce the existing inequality



¹⁷ Inés Sánchez de Madariaga and Michael Neuman, *Engendering Cities: Designing Sustainable Urban Spaces for All*, 2020.

GUIDELINES FOR
GENDER PERSPECTIVE
MAINSTREAMING IN URBAN
PLANNING ACTIONS IN THE
VALENCIAN COMMUNITY

Part II



ABOUT THE
CONTENT



2.1 HOW DOES THIS GUIDE RELATE TO THE LOTUP?

This Guide develops the contents indicated in articles 1 and 13 of the LO-TUP, as well as those contained in its Annex XII, and other determinations. In addition, in order to facilitate the handling of these contents, all the relevant documentation has been reviewed and compared. The analysed documentation is cited in the bibliography.^{1 2 3 4 5 6 7 8 9 10 11 12 13}

The comparative table on these pages shows the specific topics dealt with in each document belonging to this selection of relevant texts, colouring in stronger tones the equivalence between the denomination proposed in Annex XII and in these Guidelines; and in lighter tones, the denomination determined in the rest of the documents that coincides with the specific topic of both Annex XII and these Guidelines.

In this comparative table, in red, we have the items that refer to people (intersectionality and disaggregated data); in orange, the item that refers to the network of common spaces (the territory from inside to outside, there and back); in green, those related to urban compactness and short distances (sustainability and climate change); in yellow, those related to safety and habitability of the public space (maintenance, comfort and urban quality); in blue, the items related to facilities, housing and mobility



These Guidelines develop the contents indicated in Articles 1 and 13 of the LOTUP, as well as those contained in its Annex XII, and other determinations

¹ Generalitat Valenciana, 'SET Para Introducir La Perspectiva de Género En El Proceso Urbano', 2016 <http://www.habitatge.gva.es/documents/20558636/0/SET_cas_link.pdf> [accessed 3 December 2017].
² Horacio. Terraza and others, *Handbook for Gender-Inclusive Urban Planning and Design* (Washington, D.C.: The World Bank, 2020).
³ Salvador Rueda, Carmen Cormenzana, and et altres, *PLAN DE INDICADORES DE SOSTENIBILIDAD URBANA DE VITORIA-GASTEIZ*, 2010 <<https://www.vitoria-gasteiz.org/docs/wb021/contenidosEstaticos/adjuntos/es/89/14/38914.pdf>>.
⁴ José Vicente Gregori Ferrer, *PLAN ESPECIAL DE DIRECTRICES DE CALIDAD URBANA DE VALENCIA* (Valencia (Spain): Ajuntament de València, 2018) <http://www.valencia.es/revisioanplan/sites/default/files/docs/ped_web.pdf>.
⁵ Marta. Román and Isabela. Velázquez, *Guía de urbanismo con perspectiva de género* ([Murcia: Instituto de la Mujer de la Región de Murcia, 2008].
⁶ Anna Bofill Levi, *Guia per Al Planejament Urbanistic i l'ordenació Urbanística Amb La Incorporació de Criteris de Gènere*, ed. by Institut Català de les Dones Generalitat de Catalunya (Barcelona, 2008) <http://dones.gencat.cat/web/.content/03_ambits/docs/publicacions_eines11.pdf> [accessed 13 November 2017].
⁷ *Manual de análisis urbano : género y vida cotidiana = Hiri analisirako manuala : Genora eta eguneroko bizitza*. (Vitoria-Gasteiz: Servicio Central de Publicaciones del Gobierno Vasco, 2010).
⁸ Sánchez de Madariaga.
⁹ Adriana Ciocchetto and Col·lectiu Punt 6, *Espacios para la vida cotidiana : auditoria de calidad urbana con perspectiva de género* (Barcelona: Comanegra, 2014).
¹⁰ Doris Damyanovic, *Gender Mainstreaming in Urban Planning and Urban Development*, 2013 <<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008358.pdf>> [accessed 11 November 2017].
¹¹ Miren Vives Urbieta and Patxi Galarraga Aiestarán, *Integración de La Perspectiva de Género En La Revisión Del PGOU de Basauri. Memoria Justificativa Del Proceos de Formación y Participación*, 2018 <http://www.basauri.net/sites/www.basauri.net/files/memoria_justificativa_proceso_-_perspgenero_pgou_basauri_0.pdf>.
¹² Eva M. Alvarez Isidro and Carlos J. Gómez Alfonso, *PLAN GENERAL ESTRUCTURAL CASTELLÓ. MEMORIA E INFORME DE EVALUACIÓN DE IMPACTO DE GÉNERO* (Castelló, 2017) <https://s3-eu-west-1.amazonaws.com/urbanismo/PGEAbr2019/2_6_INFORME_GÉNERO.pdf>.
¹³ ORDEN de 17 de Mayo de 2019 de Las Normas Técnicas Para La Integración de La Dimensión de Género En La Ordenación Territorial y Urbanística de Extremadura (Junta de Extremadura, 2019) <<http://doe.gobex.es/pdfs/doe/2019/960o/19050329.pdf>>.



(gender infrastructures); and in purple, those items that relate to transversality (social, economic and political management; and red flags against structural discrimination).

In the light of the specialised literature, this regrouping of concepts, items or indicators is only intended to facilitate the process of gender mainstreaming and its systematic evaluation. These concepts have been tracked down in the specific literature (only a selection of which is shown) using the same colours, although in a lighter shade, in an attempt to help to see the persistence of or any slight variation on these notions.

With regard to the development of the contents of this Guide, they have their own discourse as a structure for a guided approach, through the points contained in this Part 2 and referred to as "lines of work". So that it can be used in relation to the LOTUP, the following table is attached which establishes the relationship between the items in Annex XII of the Law and the headings 'Lines of work' in Part 2 of this Guide.

In each of these concepts or "lines of work", a series of indicators are developed, both to show their operability and efficiency in the effective incorporation of a gender perspective, and to support or facilitate their subsequent assessment in any Gender Impact Assessment Report (IEIG).

In other words, it is hoped that these indicators will serve both as a **self-assessment mechanism** to evaluate the degree of gender mainstreaming during the drafting of the planning document, and to be assessed during the drafting of the IEIG that corresponds to the urban planning instrument (included in the LOTUP) that is being assessed by the evaluation team.

The following are some of the objectives to which the considered planning could aspire in terms of equality and inclusion. In each one, a procedure is proposed to identify the initial situation and indicators are also proposed to quantify and determine possible situations that could be improved in terms of equality and inclusion.

In general, for each of the items/objectives, tables are attached that include a suggestion of prior actions to be carried out, a number of support and guiding questions, and a proposal of indicators to be evaluated.

In particular, the guiding questions proposed in this document are intended to facilitate self-assessment. They can be these ones, or indeed any others that the team may deem best... They only serve to indicate a way of proceeding in the territory. The proposed Indicators have been chosen to develop Annex

HOW THE CONTENTS OF THESE GUIDELINES RELATE TO THE LOTUP

ANNEX XII-LOTUP

GENDER MAINSTREAMING GUIDELINES-GVA

Items

Lines of work

1.- Urban planning for people	2.3 Background information
2.- Network of common spaces	2.4.3 Network of common spaces: spatial continuum
3.- Proximity of daily life activities	2.4.1 Combination of uses, activities and green infrastructure: sustainability and climate change
4.- Combination of uses and activities	2.4.1 Combination of uses, activities and green infrastructure: sustainability and climate change
5.- Safety in the public space	2.4.4 Safety and habitability in the public space: maintenance, comfort and urban quality
6.- Habitability in the public space	2.4.4 Safety and habitability in the public space: maintenance, comfort and urban quality
7.- Facilities	2.4.2 Mobility, facilities, services and housing: linked infrastructure
8.- Housing	2.4.2 Mobility, facilities, services and housing: linked infrastructure
9.- Mobility	2.4.2 Mobility, facilities, services and housing: linked infrastructure
10.- Transversality	2.5.1 Social, economic and political management 2.5.2 Red Flags against social discrimination



It is hoped that these indicators will serve both as a self-assessment mechanism to evaluate the degree of gender mainstreaming during the drafting of the planning document



SELECTION OF DOCUMENTS ON GENDER PERSPECTIVE AND RELATED ISSUES. COMPARISON CHART

List of points covered

SET	LAW OF TERRITORIAL PLANNING, URBAN PLANNING AND LANDSCAPE OF THE COMMUNITY OF VALENCIA ANNEX XII	GENDER-INCLUSIVE URBAN PLANNING DESIGN	VITORIA-GASTEIZ URBAN SUSTAINABILITY INDICATORS PLAN	GUIDELINES FOR THE IMPROVEMENT OF THE URBAN QUALITY OF NEIGHBOURHOODS	GUIDE TO URBAN PLANNING WITH A GENDER PERSPECTIVE	GUIDE TO URBAN PLANNING AND URBAN DEVELOPMENT WITH THE INCORPORATION OF GENDER CRITERIA	URBAN ANALYSIS MANUAL. GENDER AND DAILY LIFE	URBAN PLANNING WITH A GENDER PERSPECTIVE	SPACES FOR EVERYDAY LIFE. AUDIT OF URBAN QUALITY WITH A GENDER PERSPECTIVE	GENDER MAINSTREAMING IN URBAN PLANNING AND URBAN DEVELOPMENT	INCORPORATION OF THE GENDER PERSPECTIVE IN THE REVIEW OF BASAURI'S PGOU (URBAN ZONING PLAN)	INCORPORATE A GENDER PERSPECTIVE IN THE CASTELLÓ PGE	TECHNICAL NORMS FOR THE INTEGRATION OF THE GENDER DIMENSION IN TERRITORIAL AND URBAN PLANNING IN EXTREMADURA	A GUIDE FOR INCORPORATING A GENDER PERSPECTIVE IN URBAN ACTIONS
REGIONAL MINISTRY OF HOUSING, PUBLIC WORKS AND STRUCTURING OF THE TERRITORY. GENERALITAT VALENCIANA	GENERALITAT VALENCIANA	THE WORLD BANK HORACIO TERRAZA	URBAN ECOLOGY AREA BCN SALVADOR RUEDA	VALENCIA CITY COUNCIL - AUMSA VICENT GREGORI, COORDINATOR	REGION OF MURCIA MARTA ROMAN ISABELA VELAZQUEZ	GENERALITAT DE CATALUNYA ANNA BOFILL LEVI	DEPARTMENT OF HOUSING, PUBLIC WORKS AND TRANSPORT. BASQUE GOVERNMENT HIRIA KOLEKTIBOIA AMAIA ALBENIZ, ANE ALONSO, OIHANE RUIZ, KOLDO TELLERIA	ANDALUSIAN WOMEN'S INSTITUTE INÉS SANCHEZ DE MADARIAGA	ADRIANA CIOCOLETTO COLLECTIU PUNT 6	URBAN DEVELOPMENT VIENNA DORYS DAMYANOVIC	DEPARTMENT OF ENVIRONMENT AND LAND POLICY. BASQUE GOVERNMENT PROJETA URBES. MIREN VIVES, PATXI GALARRAGA	CASTELLÓ CITY COUNCIL EVA ÁLVAREZ, CARLOS GÓMEZ UPV	REGIONAL MINISTRY OF ENVIRONMENT AND COUNTRYSIDE, AGRARIAN POLICIES AND TERRITORY. GOVERNMENT OF EXTREMADURA INÉS SANCHEZ DE MADARIAGA	REGIONAL MINISTRY FOR TERRITORIAL POLICY, PUBLIC WORKS AND MOBILITY. GENERALITAT VALENCIANA EVA ÁLVAREZ, CARLOS GÓMEZ UPV
01 MODEL OF THE CITY	01 URBAN PLANNING FOR PEOPLE	01 ACCESSIBILITY	01 LAND OCCUPATION	01 OCCUPATION AND EFFICIENT USE OF LAND	01 LIVING: HOUSING AND ENVIRONMENT	01 ACCESSIBILITY: FACILITIES, URBAN SPACES AND HOUSING, AND PUBLIC TRANSPORT	01 FACILITIES FOR EVERYDAY LIFE	01 TRANSPORT	01 PROXIMITY	01 INCORPORAR LA COMPATIBILIDAD ENTRE LAS TAREAS DEL CUIDADO Y EL TRABAJO REMUNERADO	01 AUTONOMY: SAFETY	01 URBAN MODEL: ATTENTION TO THE WHOLE CITY	01 TRANSPORT AND MOBILITY	01 PEOPLE: INTERSECTIONALITY, DISAGGREGATED DATA
02 PERCEPTION OF SECURITY	02 NETWORK OF COMMON SPACES	02 MOBILITY	02 PUBLIC SPACE AND HABITABILITY	02 HERITAGE REHABILITATION	02 DAILY NEEDS: SERVICES, FACILITIES AND PUBLIC SPACE	02 MOBILITY: FOR ALL PEOPLE, PEDESTRIAN AREAS, CITY 10 MINUTES ON FOOT.	02 TRANSPORT	02 PUBLIC SPACE AND SAFETY	02 DIVERSITY	02 DISTRIBUCIÓN EQUILIBRADA DE LOS RECURSOS DISPONIBLES A TRAVÉS DEL CONOCIMIENTO DE LAS DISTINTAS NECESIDADES ESPACIALES	02 AUTONOMY: PROTECTION	02 INFRASTRUCTURE	02 HOUSING POLICIES	02 SUSTAINABILITY AND CLIMATE CHANGE
03 PUBLIC SPACES AND ACCESSIBILITY	03 PROXIMITY TO EVERYDAY LIFE ACTIVITIES	03 FEELING FREE FROM REAL AND PERCEIVED DANGER IN PUBLIC AND PRIVATE SPACES	03 MOBILITY AND SERVICES	03 IDENTITY CULTURAL HERITAGE	03 ACCESSIBILITY AND MOBILITY	03 SAFETY: READING THE ROUTE, SEE AND BE SEEN, NETWORK OF PUBLIC SPACES	03 INSECURITY	03 HOUSING	03 AUTONOMY	03 ENTORNOS RESIDENCIALES ATRACTIVOS, SEGUROS Y TRANQUILOS	03 AUTONOMY: ACCESSIBILITY	03 USES: MIX OF USES, DISTRIBUTION OF SERVICES, FACILITIES AND EQUIPMENT IN ALL AREAS	03 RURAL ENVIRONMENT	03 ASSEMBLED INFRASTRUCTURES
04 MOBILITY	04 COMBINATION OF USES AND ACTIVITIES	04 HEALTH AND HYGIENE	04 URBAN COMPLEXITY	04 EQUIPMENT AND BALANCE OF FACILITIES	04 PAID AND UNPAID WORK	04 USE OF THE URBAN FABRIC: MIX OF USES, INTERMEDIATE SPACES AND NETWORK OF ELEMENTS TO SUPPORT DAILY LIFE	04 SYMBOLIC PRESENCE OF WOMEN IN THE CITY	04 ECONOMIC ACTIVITY	04 VITALITY	04 PARTICIPACIÓN EQUITATIVA DE TODOS LOS GRUPOS DE LA CIUDADANÍA EN LOS PROCESOS DE DECISIÓN	04 AUTONOMY: MOBILITY	04 PUBLIC SPACES, MOBILITY: NETWORK OF SMALL GREEN ZONES, INTERWEAVING NETWORKS OF MOBILITY, ACCESSIBILITY, FACILITIES	04 CITIZEN PARTICIPATION POLICIES	04 NETWORK OF COMMON SPACES: SPATIAL CONTINUUM
05 HOUSING	05 SAFETY IN THE PUBLIC SPACE	05 CLIMATE RESILIENCE	05 URBAN METABOLISM	05 PUBLIC SPACE ACCESSIBILITY	05 SAFETY AND CONVIVIALITY LIVING THE CITY WITHOUT FEAR	05 URBANISM AND SAFETY	05 URBANISM AND SAFETY	05 FACILITIES, COMMERCE AND LEISURE	05 REPRESENTATIVENESS	05 REPRODUCTIVE WORK: CONCILIATION	05 REPRODUCTIVE WORK: CARE WORK	05 SAFETY: MIX OF USES, VISIBILITY ON THE STREETS, LEGIBILITY FOR ORIENTATION	05 URBANISM	05 MAINTENANCE, COMFORT AND URBAN QUALITY
06 REPRESENTATIVENESS AND URBAN SIGNPOSTING	06 HABITABILITY OF THE PUBLIC SPACE	06 LEGAL SECURITY OF OWNERSHIP	06 GREEN SPACES AND URBAN BIODIVERSITY	06 HOUSING RIGHT TO HOUSING	06 PARTICIPATION	06 PARTICIPATION	06 PARTICIPATION	06 PARTICIPATION	06 REPRESENTATIVENESS	06 WELFARE	06 ANNUAL REPORT	06 SOCIAL AWARENESS POLICIES	06 SOCIAL, ECONOMIC AND POLITICAL	
07 CITIZEN PARTICIPATION	07 FACILITIES		07 SOCIAL COHESION	07 MOBILITY TRAFFIC HIERARCHISATION					07 HOUSING	07 WELFARE	07 CITIZEN PARTICIPATION	07 TRAINING POLICIES	07 FLAGS AGAINST STRUCTURAL DISCRIMINATION	
	08 HOUSING		08 FUNCTION OF THE SUSTAINABILITY GUIDE	08 METABOLISM ENVIRONMENTAL SUSTAINABILITY						08 REPRESENTATIVENESS			08 TIMELINE OF PROCESSES AND DOCUMENTATION	
	09 MOBILITY			09 POPULATION SOCIAL COHESION AND INTEGRATION						09 HOUSING			09 GENDER IMPACT ASSESSMENT REPORT- IEIG	
	10 TRANSVERSALITY													



2.2 OBJECTIVES IN TERMS OF EQUALITY AND INCLUSION THAT PLANNING INSTRUMENTS CAN ADOPT

2.2.1 Caring and being cared for

The gender perspective implies a different view of the reality that surrounds us. Within this reality, the silent and silenced work of care workers is essential¹⁴, essential without which social organisation and the market would not exist. Care work is frequently handled by women, which means that in their case, the triangle formed by the location of their usual place of residence - location of a paid job - location of care facilities (nursery, primary school, health centre, day care centre for the elderly...) is often an unsolvable situation¹⁵, leading to an increase in the wage, care and personal-time gap¹⁶ between men and women.

For there to be equality between men and women, among many other things, men must also actively identify themselves with caregiving tasks¹⁷, focusing on caring for oneself, for others, for one's immediate surroundings and for the environment as priority objectives in urban planning; therefore, promoting **architecture and proximity urbanism**.

2.2.2 Recognition of diversity

The gender perspective provides a mechanism for analysing results that allows for better decision-making than would otherwise be the case. It also allows prioritisation criteria to be established when there aren't enough resources to address all the issues, seeking first to assist those who do not have local support networks or alternatives to access basic services privately. And finally, once the frame of reference has been established, it requires the **evaluation** of results so that we can know what progress has been made, or not, in improving the situation analysed and the issues prioritised, in terms of how they affect the segment of the population at which they are aimed.

Therefore, in order to know and define the context of the field of work, it is necessary to approach **participatory processes**¹⁸ and the analysis of existing databases with a gender perspective and criteria.

Among such criteria, it may be useful to approach data analysis by rethinking the usual binary pairs, as discussed in the research and book *"Data Feminism"*¹⁹ which was published by MIT professor Catherine D'Ignazio in



OBJECTIVE 01

To raise the visibility of and to facilitate and share care tasks by making them compatible with paid work and the usual place of residence



OBJECTIVE 02

Establish participatory processes and binding data observation processes that collect data from all social groups, taking into account gender, age, ethnicity, etc.

¹⁴ María Ángeles Durán, *La riqueza invisible del cuidado* (Valencia: Universitat de València, 2018).
¹⁵ Dolores Hayden, 'What Would a Non-Sexist City Be like? Speculations on Housing, Urban Design, and Human Work', *Signs*, 5.3 (1980), 170-87.
¹⁶ Carles Simó Noguera and Capitolina Díaz Martínez, 'Brecha salarial y brecha de cuidados', 2016.
¹⁷ Jo Freeman, 2018_SCHOOL LAB_UPV. (31.1.2018). JO FREEMAN. THE FEMINIST SCHOLAR. (UPV [media], 2018) <<https://media.upv.es/#/portal/video/589773f0-07f6-11e8-8598-1bd5a4a266de>>.
¹⁸ Vives Urbieto and Galarraga Aiestarán.
¹⁹ Kanarinka and Lauren F Klein, *Data Feminism*, 2020.



OBJECTIVE 03

Increase and facilitate people's economic, physical and political autonomy through the design of the built and living environment

2020 and which proposes looking at data, and indeed one might say, at reality, from a feminist perspective. This perspective is proposed from the analysis of binary pairs such as public-private, paid-unpaid, care-work, etc.; it also proposes that we observe diversity; analyse power structures, particularly invisible ones; consider the particular context in which each situation is expressed; visualise the diversity of bodies and feelings; and highlight and make visible the work of basic services, such as maintenance, cleaning, care for dependents, among others.

Despite all this, gender mainstreaming in the built environment is a work that is always in progress²⁰, it is never finished. It must however be possible to evaluate the decisions taken in order to verify the results of the actions taken.

²⁰ Anna Bofill Levi, 'Guia per al Planejament Urbanístic i l'ordenació urbanística Amb la Incorporació de Criteris de Gènere', 2008 <http://dones.gencat.cat/web/content/03_ambits/docs/publicacions_eines11.pdf> [accessed 13 November 2017].



2.2.3 Equal opportunities for people

The equality of men and women championed since 2007 by Organic Law 3/2007, of 22 March, for the effective equality of women and men²¹, also requires that women, just like men, should be empowered in all areas, which necessarily requires a **reordering of activity and space based on attention to care and proximity**.

According to the Observatory for Gender Equality in Latin America and the Caribbean²², 'The objective of equality will not be achieved as long as women are not empowered in all spheres'. In this text, autonomy is defined as the freedom to choose and decide how to generate and manage one's own income; to be able to make decisions about one's own body, and to participate fully in the agencies where decisions affecting one's own existence are made.

The built environment can contribute to increasing people's autonomy:

- Economic autonomy: Decisions that contribute to the management of specific opportunities for work, mobility, training, education, schooling, care for dependents, etc.
- Physical autonomy: Actions that contribute to access to decent housing, nearby green areas, pollution control, accessibility, safety, perception of safety, cleanliness and maintenance, public toilets, local services, access to health and sport, access to clean and affordable food, etc.
- Autonomy in decision making: Insistence on the urban landscape as public history²³, increased urban legibility and orientation, distribution of services throughout the territory, accessibility, mobility, cleanliness and decorum, security etc.

²¹ 'Organic Law 3/2007, of 22 March, for the Effective Equality of Women and Men.'

²² Montañó and others.

²³ Dolores. Hayden.



OBJECTIVE 04

Promote the notion of a subjective feeling of security as a generalised precondition for the occupation of public spaces by everyone



2.3 PRIOR INFORMATION

2.3.1 Intersectionality

The first thing that needs to be done is to understand the reality of the population that inhabits or may inhabit the physical support of the urban action, whatever its size or scale. The objective is to know the standard profiles, with all their complexity, and their current or possible distribution over the territory or environment in question, in particular the profiles of women. Of particular interest is the incorporation of the concept of intersectionality,²⁴ i.e. the definition in all its complexity of the set of factors that can affect a person, in this case every woman and every man, in order to be able to make comparisons.

To be able to do this, all kinds of data must be used, either from direct sources (surveys and collaborative walks, direct participation processes)^{25 26} by using accessible databases (municipal data, statistical data from the INE or IVE, data from supply companies without infringing the data protection law), and by studying publicity, daily press, brochures, advertisements, etc. Whenever possible, data should be disaggregated, at least by biological sex and by age groups; and whenever possible, georeferenced or referred to precise locations, particularly in the area of action. At this point, working with experts in Sociology, Statistics and/or Epidemiology²⁷ is highly recommended. We also recommend using the data analysis criteria listed by D'Ignazio,²⁸ mentioned above: rethinking binary pairs, understanding diversity, analysing power structures, considering context, visualising bodies and feelings, and highlighting basic service work.



The first thing that needs to be done is to understand the reality of the population that inhabits or may inhabit the physical support of the urban action, whatever its size or scale

2.3.2 Disaggregated data

The defined profiles, their percentages and their territorial reference should be established at least for girls and boys under 6 years of age (the age of compulsory schooling); girls and boys aged between 6 and 16 years of age (the end of compulsory schooling and when it becomes possible to work); young women and men between 16 and 25 years of age (non-compulsory education and vocational training stage, and possible start of the working stage); adult women and men between 25 and 65 years of age (working stage); older women and men (start of retirement) between 65 and 80 years of age; very old women and men, generally dependent, over the age of 80.

²⁴ Crenshaw.

²⁵ Anabel Sanz Pozo and Idoia Ehizmendi, *Mapa de La Ciudad Prohibida Para Las Mujeres. Una Experiencia de Participación Con Las Mujeres Jóvenes*. (Basauri, 2002) <https://www.diba.cat/c/document_library/get_file?uuid=bf40de55-40fd-4ad3-9ecd-97895a7a801b&groupId=7294824>.

²⁶ Col·lectiu Punt 6, 'Entorns Habitables. Auditoria de Seguretat Urbana Amb Perspectiva de Gènere a l'habitatge i l'entorn by Col·lectiuPunt6-Issuu', 2017 <https://issuu.com/punt6/docs/entorns_habitables_cat_final> [accessed 13 November 2017].

²⁷ Vicky López Ruiz and Javier Padilla Bernádez, *Salubrismo o barbarie: un mapa entre la salud y sus determinantes sociales*, 2017.

²⁸ Kanarinka and Lauren F Klein, *Data Feminism*, 2020



Con los datos desagregados por grupos identificados, se podría obtener un plano de distribución de esos grupos sobre el territorio, evidenciando dónde se producen situaciones de desigualdad en mayor proporción

These disaggregated data and the creation of standard profiles should be localised on the territory, revealing the territorial groupings of standard profiles. The reference project for this type of visualisation is Whereabouts London²⁹ which explores how data can be used to understand how people live and how to communicate them in an efficient way.

With the data disaggregated by identified groups, it would be possible to obtain a map of how these groups are distributed over the territory, showing where there is a higher degree of inequality.

In the map of London mentioned above, where disaggregated data accessible on the web were mapped, eight standard profiles (not differentiated by sex) were identified and geolocated. As a result, it can be seen on this map that families with young children (cyan) and people over 65 (yellow) live on the periphery, although families with children live closer to underground and train stations; it can also be seen that wealthy executives (purple) live in neighbourhoods closer to the centre of London, which also happen to be neighbourhoods with more facilities and communication services. This situation may have repercussions on the increase in gender inequality within and between areas, since, usually, living units with young children are linked to family groups where there is a woman, alone or with a partner, who has to combine caring tasks with paid work, which makes mobility facilities indispensable. While people with higher incomes who live close to the centre of large cities may choose other means of mobility (walking, cycling) in cyan areas, public transport services are vital... However, the available data show that purple areas are better equipped in terms of mobility services.

If this characterisation of profiles had included data disaggregated by sex, useful information could have been obtained when prioritising actions within the territory to reduce gender inequality. Even so, the characterisation obtained is sufficient to allow decisions to be made that contribute to reducing inequality.

²⁹ 'Whereabouts London', Greater London Authority <<http://whereaboutslondon.org/#/>>.



2.3.3 Participation

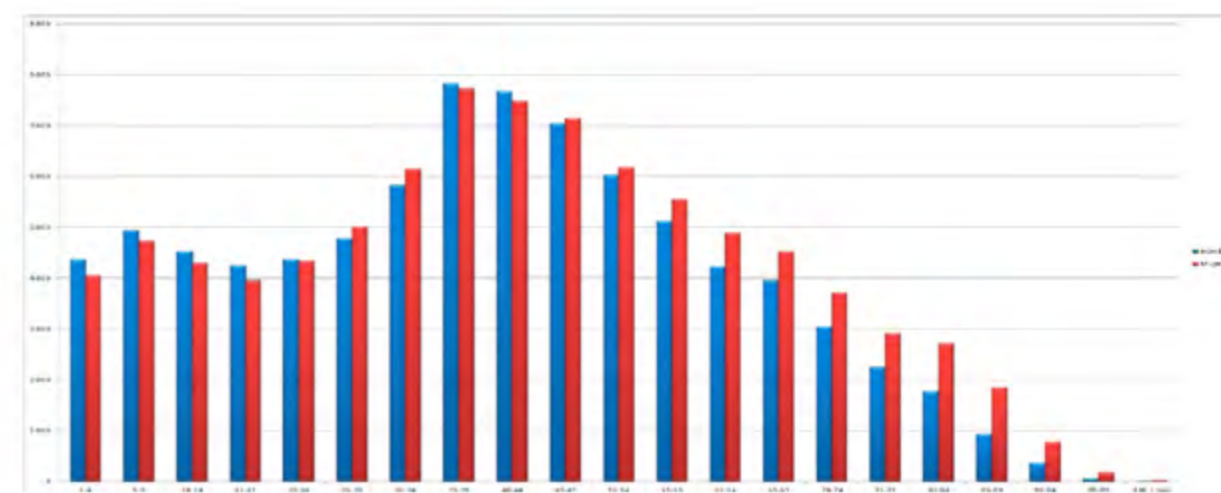
Data obtained through database analysis can be cross-checked by developing participatory processes in all phases of the drafting of a planning instrument.

Despite the fact that the articles of the LOTUP establish the need to submit the initial version of a plan or programme, etc. to public participation and consultation, it seems advisable to establish specific actions and plans for citizen participation in all possible phases of urban actions or planning, in order to verify the suitability of the proposals obtained as a result of the data analysis. These processes of citizen participation, duly articulated, must have an impact on all the planning phases, ranging from the analysis and establishment of consensual objectives to the decision-making and design phase and the subsequent evaluation phase.

In other words, participation is proposed as a continuous and constant activity throughout the planning process, above and beyond the mandatory participation of all planning instruments. It is recommended that actions be carried out with the associations that are present in the area in which the action is to take place; with the children of the schools in the area, as well as with the young people of the Institutes; citizen walks or Jane's walks that are open to the general public, etc.

Likewise, Annex XII point 2.5 indicates that these processes of citizen participation must be recorded in the Final Report and therefore, given that they must necessarily be carried out, it is proposed that participation should be present in and part and parcel of all planning decisions.

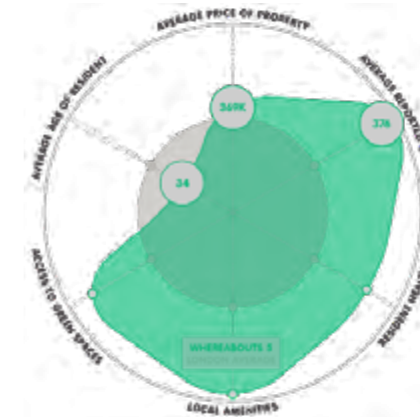
Distribution of the population of Castellón by age and sex. From this it is easy to obtain data to establish the six groups mentioned in the text. Source: INE National Statistics Institute. Authors' own work





In each area, residents are primarily (in brackets, their percentage of the total population of London):

- Professionals with formal education (13%)
- This colour represents the average diversity of London's population (12%) Older population (17%)
- Young, formally educated, affluent population (11%)
- Young people working in central London (11%)
- Families with dependent children (17%)
- Highly paid company directors (8%)
- People living in affordable housing (11%)





PRIOR INFORMATION

LOTUP Annex XII Point 1

PRIOR ACTIONS

PRIOR ACTIONS	The drafting team has contacted and requested information from the Equality technician(s) of the institutions involved, and has encouraged collaboration through meetings, etc.	<input type="checkbox"/>
Review databases	Review the database of the INE, the National Statistics Institute	<input type="checkbox"/>
	Review the database of the IVE, the Valencian Institute of Statistics	<input type="checkbox"/>
	Review databases and cartographies of the Valencian Cartographic Institute (ICV) Review the ICV Cartographic Viewer	<input type="checkbox"/>
	Review municipal databases	<input type="checkbox"/>
	Review previous documents	Review local publications and press
	Review local association brochures	<input type="checkbox"/>
Participation	Online surveys	<input type="checkbox"/>
	Street surveys	<input type="checkbox"/>
	Direct observation of the study environment	<input type="checkbox"/>

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



PRIOR INFORMATION

LOTUP Annex XII Point 1

GUIDING QUESTIONS

GUIDING QUESTIONS	Are population data disaggregated by sex and age group available?	<input type="checkbox"/>
	Are data available for each age group located in the area or territory where the action is to take place?	<input type="checkbox"/>
	Have data from various sources been analysed in order to establish standard profiles and their predominant location on the territory?	<input type="checkbox"/>
	Have the groups that express the greatest degree of perceived insecurity in the public space been identified?	<input type="checkbox"/>
	Has the profile been characterised on the basis of the level of economic income?	<input type="checkbox"/>
	Has the profile been characterised on the basis of dependants?	<input type="checkbox"/>
	Has the profile been characterised on the basis of marital status?	<input type="checkbox"/>
	Have you checked if there are previous statistical studies for the working area?	<input type="checkbox"/>
	Have you checked if there are previous participatory studies for the working area?	<input type="checkbox"/>
	Have you checked if there are previous participatory studies for the working area?	<input type="checkbox"/>
	Has a list of associations with interests related to the social situation of people living in the territory been requested?	<input type="checkbox"/>
	Have the different Generalitat de Valencia (hereinafter, GVA) areas (Education, Health, Dependency, etc.) been contacted, if applicable?	<input type="checkbox"/>



PRIOR INFORMATION

LOTUP Annex XII Point 1

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous situation)	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
F01. Quantitative characterisation	Existence of data disaggregated by sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existence of data disaggregated by sex and age groups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existence of significant demographic data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Quantitative studies on the need for housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Quantitative studies on the need for proximity facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Study of available data to establish differentiated and localised groups among the . population.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F02. Qualitative characterisation	Number of participatory processes carried out to detect specific needs in each significant group	<input type="checkbox"/>	<input type="checkbox"/>
	No. of attendees at process sessions	<input type="checkbox"/>	<input type="checkbox"/>
	No. of meetings held with specific groups	<input type="checkbox"/>	<input type="checkbox"/>
	No. of press documents and local dissemination to identify specific needs	<input type="checkbox"/>	<input type="checkbox"/>
	No. of press advertisements publicising the creation of the planning instrument	<input type="checkbox"/>	<input type="checkbox"/>





2.4 LINES OF WORK, WITH INDICATORS TO BE EVALUATED BEFORE THE PLANNING AND IN THE DRAFTED PLANNING INSTRUMENT

2.4.1 Combination of uses, activities and green infrastructure: Sustainability and climate change

Care for the environment is a goal in itself, studied and researched all over the world.³⁰ As defined in the 'Our Common Future' report,³¹ the concept of sustainability focuses on meeting our present needs without compromising the ability of future generations to meet their own needs. Sustainability is therefore defined in the territory of ethics; it requires agreement on what is necessary and what is not; and it establishes the notion of collective care for the environment in which we live, all aspects closely related to the position proposed from the gender perspective.

Care for the environment is also an indispensable condition for maintaining an adequate state of collective health.³² The overexploitation and depletion of environmental resources produces demonstrable physical effects such as rising temperatures, rising sea levels or changes in weather patterns, all of which affect the territory and the climate. All these effects, and more, are encompassed under the label of climate change, which is reshaping our productive and economic systems. This modification of the global ecosystem is perceived and suffered differently by each of the people affected and is aggravating pre-existing situations of precariousness or vulnerability; in this sense, not only does climate change have spatially unfavourable consequences for women and children,³³ it also modifies the appreciation of the subjective sensation of perceived and real health.³⁴

On the other hand, the objectives and criteria put in place to combat the non-sustainability of our lifestyles are in line with the internationally accepted objectives and criteria for **gender mainstreaming**, albeit for somewhat different reasons. These objectives are:

- The **compact and/or polycentric city**³⁵ is proposed from the perspective of sustainability in order to, among other objectives, limit and circumscribe land occupation and rationalise the processes involved in the provision of



The objectives and criteria put in place to combat the non-sustainability of our lifestyles are in line with the internationally accepted objectives and criteria for gender mainstreaming

³⁰ Rueda, Cormenzana, and others.

³¹ Gro Harlem. Brundtland and World Commission on Environment and Development, 'Report of the World Commission on Environment and Development: "Our Common Future."' ([New York]: [United Nations], 1987) <<http://books.google.com/books?id=QQUmAQAAAJ>>.

³² López Ruiz and Padilla Bernáldez.

³³ M. Luisa Velasco Gisbert, Cintia Bartolomé Esteban, and Anabel Suso Araico, *Género y Cambio Climático. Un Diagnóstico de Situación, 2020* <https://www.inmujer.gob.es/disenovovedades/Informe_GeneroyCambioClimatico2020.pdf>.

³⁴ Velasco Gisbert, Bartolomé Esteban, and Suso Araico.

³⁵ A polycentric city is understood as one in which each neighbourhood or area has the services, facilities and conditions that allow its citizens to carry out their essential tasks within this proximity environment. Each of these areas will be compact, facilitating internal connections and conditions of safety and comfort. In addition, it is usually agreed that the city as a whole should also be compact, facilitating connections between the different areas. However, it is true that a polycentric city model could be viable in which each area would be compact in itself, but the whole would be organised as a network connected by public transport.

services such as energy and water, as well as to reduce the consumption of material resources. From the gender perspective, the compact and polycentric city is proposed to facilitate the proximity of basic services and care services to the habitual home and for the vitality of the public space, given that the organisation of population nuclei on a neighbourhood scale allows a sufficient number of people to coincide on the streets and public spaces, thereby increasing the feeling of perceived safety and real safety and allows the articulation of nuclei by means of public transport, thereby streamlining mobility without reducing the opportunity for personal improvement that this mobility offers.



La perspectiva de género propone articular los servicios públicos para permitir la continuidad de las escalas del hábitat y el confort sostenible desde la casa hasta el territorio

- A city of **short distances and efficient, interlinked public transport and pedestrian networks** is sustainable because it reduces CO2 emissions compared to private vehicles, but it is also desirable from a gender perspective because it facilitates short daily journeys linked to the care of dependent children and elderly people, usually accompanied by the women in their families or caregivers; and also because the increase and extension of pedestrian itineraries makes it possible to organise safe routes in the area close to the habitual home thus allowing children, the elderly or people with reduced mobility to carry out their day-to-day tasks independently, such as going to school or to the shops to buy bread.
- The organisation of an **urban green infrastructure -of proximity-** facilitates the growth of vegetation in the urban environment and the elimination of impermeable pavements, but also increases health and one's perceived sensation of health, provides more shade in the public environment and unique play and leisure spaces; it also makes visible the care and maintenance tasks carried out by gardening and cleaning staff. The deployment of such small-scale but continuous infrastructure throughout the city makes it possible to establish a green network between neighbourhoods and/or areas, a network that can overlap and combine with the mobility networks within the polycentric structure. Finally, and changing the scale, this proximity network could be linked to or continue with the territorial green infrastructure and, to a certain extent, form part of it.
- Many concepts and variables usually associated with sustainability, such as the regulation of **urban metabolism mechanisms** linked to the circular economy, strategies that understand these services as both territorial and local infrastructures, and the consideration of the structuring of the different green areas or public spaces as territorial infrastructures interlinked with other service and mobility networks, are considerations that coincide with the position taken from the gender perspective, which proposes articulating public services to allow the continuity of the scales of habitat and sustainable comfort from the home to the territory, seeking both the sensation of perceived and real safety and increasing the capacity to claim ownership of the public space. En definitiva, la reflexión necesaria que aquí se plantea es que una parte de los objetivos propios de la

perspectiva de género son coincidentes con otros tantos de sostenibilidad, pero la vía de aproximación a los mismos y la argumentación que los sustenta es distinta, y por lo tanto deben ser reivindicados e incorporados desde las dos miradas, de forma complementaria.

This consideration shows, to a certain extent, the **transversal nature** of both general concepts -gender perspective and sustainability-, that is to say, that they are part of the substratum of any global consideration to be assessed in people's environment.



Some of the objectives of the gender perspective coincide with those of sustainability



Foresturbia drawing-collage. Project for the new development of the Hovinbyen area in Oslo (Norway). Competition 2015 (c) The Empire and OFFICE U67



COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE

LOTUP Annex XII Points 3 and 4

PRIOR ACTIONS

PRIOR ACTIONS	The planning drafting team establishes collaboration with a representative of the team that is drawing up the Environmental Impact Report	<input type="checkbox"/>
	The planning drafting team establishes collaboration with a representative of the team that is drawing up the Sustainable Urban Mobility Plan	<input type="checkbox"/>
Revisar informes existentes	Review of the binding national and regional legislation in the field of sustainability	<input type="checkbox"/>
	Review of the Urban Agendas of the UN, Europe, Spain and the Valencian Community, as well as municipal ones if any	<input type="checkbox"/>
	Review of the sustainable mobility plan or study, as the case may be	<input type="checkbox"/>
	Review of the studies on circular economy, urban regeneration and rural reactivation	<input type="checkbox"/>

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE

LOTUP Annex XII Points 3 and 4

GUIDING QUESTIONS

GUIDING QUESTIONS	In terms of the population's needs in terms of leisure, sport and health, is the distribution of green spaces known?	<input type="checkbox"/>
	Are these spaces arranged in a structured network ranging from the local to the territorial level?	<input type="checkbox"/>
	In areas that are more specialised in paid work, such as industrial estates or commercial areas, are green spaces available nearby?	<input type="checkbox"/>
	Are the mobility patterns of each previously identified user profile known?	<input type="checkbox"/>
	Have mobility systems been proposed that address the mobility of care in a feasible manner?	<input type="checkbox"/>
	Has an urban model been proposed that addresses the relationship between home - paid work - care support services?	<input type="checkbox"/>
	Is home and building improvement being promoted to enhance energy efficiency and prevent fuel poverty?	<input type="checkbox"/>
	Is drinking water of sufficient quality available in the domestic drinking water supply network?	<input type="checkbox"/>
	Have pets or urban fauna been considered in the design of local green spaces?	<input type="checkbox"/>



**COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE**

LOTUP Annex XII Points 3 and 4

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
S01. Rel. Compactness / Free space	No. of dwellings per hectare/ Surface area of free space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Green spaces less than 400m from housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Relationship between sun and shadow in the public space according to the season	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Use of the space's natural light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Interlinked and distributed network of green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S02. Short distances	No. of local services within a radius of 400 m from the house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Living/relationship spaces linked to a pedestrian network every 300m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Local facilities less than 10 min from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nursery within 1000 m of the distribution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public school within 1000 m of the house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Day centre for dependent persons less than 1000 m from home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Centro de salud en menos de 2000 m de la vivienda	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Health centre less than 2000 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S03. Housing distribution	Homogeneity of the amount of social housing on the territory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Diversity of the type of housing Social housing offered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Homogeneous distribution of various types of housing on the territory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of well-oriented dwellings in terms of sunshine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Availability of local teleworking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**COMBINATION OF USES, ACTIVITIES AND GREEN INFRASTRUCTURE: SUSTAINABILITY AND CLIMATE CHANGE**

LOTUP Annex XII Points 3 and 4

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
S04. Networks mobility interlinked	Accessible, safe and maintained pedestrian network		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accessible, safe and maintained bicycle network		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accessible, safe and maintained public transport network		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accessible, safe and maintained private transport network, Interlinking of networks by establishing connection points among them		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Study of the connection nodes between different mobile networks		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Proximity of facilities to public transport stations		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S05. Green Infrastructure	Distribution of sunny areas and cast shadow		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Visibility and safety control		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Continuity of green infrastructure				
	Homogeneous distribution of green zones				
	Relationship of this network with common proximity spaces		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Relationship of this network with school and sports spaces		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S06. Urban metabolism	Relationship of this network to the cycle network		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Availability of domestic green (balconies, roofs, patios)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Availability of private outdoor space		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Domestic waste collection study		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Approximation to the circular economy		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



2.4.2 Mobility, equipment, services and housing: Assembled infrastructures

This guide proposes the notion of **assembled infrastructures**³⁶, 36not as a new infrastructure, but as a **gender-analysis look at existing infrastructures**, considering them in the broadest possible sense. The aim is not only to develop or incorporate those infrastructures that are normally related to care and proximity, which are necessary in any case, but also to make a transversal reading of all infrastructures from this perspective, including the public space, also understood as infrastructure.

The idea of infrastructure is included in the dictionary as the "*set of technical means, services and facilities needed to carry out an activity or to allow a place to be used*". This latter meaning, that of enabling the use of a place in a given way, has extended and expanded the use of the term infrastructure in various fields of knowledge.

Inés Sanchez de Madariaga talks about **infrastructures for everyday life**³⁷ as those that facilitate the performance of care tasks, in particular the network of **mobility for care**, i.e. the mobility that is generated because of care tasks (accompanying, performing tasks related to domestic or family chores, etc.) and that does not receive the necessary attention from those who plan the territory and the mobility on it.

On the other hand, **public housing** cannot only be considered as an infrastructure in itself. Rather it has the capacity to articulate the territory and must be studied and proposed interlinked with the rest of the gender infrastructures, in particular with the network of common, proximity or care spaces.

In the fields of landscape and environment, we speak of the **infrastructure of green spaces** as a network of spaces with vegetation that structures all the levels of the territory, from the great masses of natural vegetation to local green areas. Furthermore, if we look at it from a gender perspective, green infrastructure can also be understood as that which is capable, among many other aspects, of contributing to the improvement of health, in objective terms, and to the subjective sensation of health; of contributing to the comfort of proximity spaces; of providing the home with a suitable environment and views; of helping to reduce the heat island effect or contributing to the mitigation of the effects of climate change by retaining rainwater and slowing down its absorption by aquifers. All situations that can contribute to the physical autonomy of people (health, sport, wellbeing...)



The notion of assembled infrastructures, not as new infrastructures, but as a gender-analysis look at existing infrastructures

³⁶ Andrés Jaque and others, '2020_SCHOOLL LAB (2)_UPV. ANDRÉS JAQUE. ESPACIOS PARA EL APRENDIZAJE, MEDIOAMBIENTE Y SALUD', Media UPV, 2020 <<https://media.upv.es/#/portal/video/4442d0f0-3ebe-11eb-82bd-51361a3f1387>> [accessed 1 February 2021].

³⁷ Inés Sánchez de Madariaga, 'Infraestructuras Para La Vida Cotidiana y Calidad de Vida', Ciudades 8, 2004 <<https://doi.org/10.24197/ciudades.08.2004.101-133>>.



A network of common spaces can be defined as one that provides meeting and living spaces close to people's homes and daily activities

Iñaki Alday recently spoke of '*public space as infrastructure and infrastructures as public space*', understanding public space as an infrastructure,³⁸ both because it is necessary for people and because it is a network that is able to articulate a territory, as well as being the place through which multiple supply networks run (water, electricity and data) and through which waste collection circulates.

In this sense, a **network of common spaces** can be defined as a network that provides meeting and living spaces close to people's homes and daily activities, establishing a semi-private and semi-public graduation of these spaces. This network is clearly a gender infrastructure, and what is particularly noteworthy are the systems of spaces that facilitate the path to school for girls, boys and young people; or the combination of spaces that facilitate access to local care and healthcare areas for the elderly.

At present, the conditions of public space as infrastructure are associated with the economic wealth of the area of the city in which they are located. And the technical conditions of the networks that distribute supplies also depend on the economic conditions of the area they supply... In other words, wealthier neighbourhoods have more and better supply networks than neighbourhoods whose inhabitants earn less money. This approach can be particularly valuable from a gender perspective as gender and income level are often linked³⁹. The network of public space as infrastructure, therefore, analysed from a gender perspective, is both able to contribute to the **supply of energy and water** or waste collection and therefore participate in the processes of urban metabolism and circular economy, and to be that infrastructure that facilitates daily tasks, linking them in an adequate manner and providing space for those local tasks, as well as contributing to an improvement in the subjective feeling of safety (urban quality).

Data infrastructure and internet access affects the reduction of the technological gap. As does the **electricity grid**, whose layout and cabling contributes to the orderly visualisation, or not, of the urban environment and can therefore help to increase the subjective feeling of safety; or because, through the illumination of streets and public spaces, it helps to improve both types of safety.

Or the **legibility** of the public space and its **signage** (wayfinding)⁴⁰ which depends on many factors, including proper lighting, but which in itself can be considered a gender infrastructure as it helps people to find their way around in the urban environment.

³⁸ *Public Works and Mobility of the GVA Conselleria de Política Territorial, The New City in The New Normality* (YouTube Walters Kluwer España, 2020) <https://www.youtube.com/watch?v=2-eWquvwn-fA&feature=emb_logo>.

³⁹ 'Instituto de La Mujer y Para La Igualdad de Oportunidades-Mujeres En Cifras-Empleo y Prestaciones Sociales-Contratación' <https://www.inmujer.gob.es/MujerCifras/EmpleoPrestaciones/Contratacion.htm?fbclid=IwAR1GDgv_B6xqAyieevOFZlnBtL1-vf8tPEDLnhpQfhPAP17mkxCNnIG2y88> [accessed 29 November 2020].

⁴⁰ *Bristol Legible City*. (Bristol: Bristol City Council, 2001) <http://www.cityid.com/assets/publications/bristol_from_here_to_there_city_id.pdf>.

It is also worth looking at **large infrastructures** as everyday public spaces to see what needs they have to meet, both in terms of accessibility and safety and how they are distributed over the territory, as well as any local problems they may cause.

Finally, to appreciate that the **existing heritage**, its values – the place's memory, people's **memory**, etc. – can be an **infrastructure for the cultural activation** of a place, linked with the rest of the assembled infrastructures already mentioned, paying particular attention to that heritage that explains the historical contribution of women. This heritage can also be incorporated as an educational infrastructure, that is, the city as a space for the education of its citizens.⁴¹



⁴¹ *Manifiesto de Los Alcaldes y Alcaldesas de La Asociación Internacional de Ciudades Educadoras, 2017* <<https://blogs.vitoria-gasteiz.org/medios/files/2017/11/Manifiesto-ciudad-educadora.pdf>>.



MOBILITY, EQUIPMENT, SERVICES AND HOUSING: ASSEMBLED INFRASTRUCTURES

LOTUP Annex XII Points 7, 8 and 9. LOTUP Annex IV section III, Point 4.6

» PRIOR ACTIONS

» Prior actions

- The planning drafting team establishes collaboration with a representative of the team that is drawing up the Flood Risk Report
- The planning drafting team establishes collaboration with a representative of the team that is drawing up the Sustainable Urban Mobility Plane

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



MOBILITY, EQUIPMENT, SERVICES AND HOUSING: ASSEMBLED INFRASTRUCTURES

LOTUP Annex XII Points 7, 8 and 9. LOTUP Annex IV section III, Point 4.6

» GUIDING QUESTIONS

» Guiding questions

- Is the network of streets and public spaces adequately lit when there is no natural light?
- Is the power supply adequate throughout the study area?
- Is fast internet access available throughout the study area?
- Is the network of common spaces arranged in such a way that it contributes to urban orientation and legibility?
- Is legibility and orientation in the built environment ensured by means of electric lighting?
- Is waste collection provided in such a way that it does not inconvenience the neighbourhood on occasions?
- Are household waste disposal areas arranged in such a way that they are safe and clean spaces?
- Are the large public facilities of a metropolitan nature arranged in a balanced way in the city?
- Is any local damage that may occur in a given area resolved by the provision of a metropolitan infrastructure?
- Are they well communicated by interlinked mobility networks, in particular by public transport?
- Is care mobility addressed?
- Are industrial estates disconnected from the interlinked mobility network avoided?
- Are efforts being made to incorporate mechanisms designed to improve the sensation of insecurity often found on industrial estates?
- Is the urban heritage considered as a network of cultural and/or economic activation?
- Is the urban heritage considered as an educational network that also recognises the contribution made by women?
- Is the city understood as an educational infrastructure for men and women alike?
- Is enough suitable housing available for non-dependent older people?
- Is enough housing available for elderly dependent people?

**MOBILITY, EQUIPMENT, SERVICES AND HOUSING: ASSEMBLED INFRASTRUCTURES**

LOTUP Annex XII Points 7, 8 and 9. LOTUP Annex IV section III , Point 4.6

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous situation) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
I01. Public space as infrastructure.	No. of m. of safe and illuminated pedestrian roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m. of accessible roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of benches and ischiatic supports every 1000 m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Surf. area of accessible draining pavement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of trees and plant species every 1000 m that do not impede visibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I02. Common spaces	Number of spaces for public use within 400m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of safe and accessible spaces within 400 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m. where you can walk or run safely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of public services associated with the common areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of public libraries within 400 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of nurseries within 1000 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of care facilities within 1000 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I03. Public housing	Number of types of housing on public offer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Type of affordable housing tenure supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of storage space for baby carriages, children's toys, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of secure collective spaces for parking bicycles and scooters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combine housing with the enjoyment of green space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Promote the use of solutions for environmental sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of by-laws that do not penalise the provision of collective uses in residential buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of by-laws/regulations that enable mixed uses in the residential buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of by-laws/regulations that do not penalise the existence of private outdoor space of a size proportionate to the number of inhabitants (min. 2.5m2/person)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provision of by-laws/regulations that regulate common areas in safe and visible building	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**MOBILITY, EQUIPMENT, SERVICES AND HOUSING: ASSEMBLED INFRASTRUCTURES**

LOTUP Annex XII Points 7, 8 and 9. LOTUP Annex IV section III , Point 4.6

INDICATORS

I04. Care mobility	Number of means of public transport within 400 m of the home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of fully and continuous accessible metres of pedestrian walkway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of walkway wide enough to allow two wheelchairs to pass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of safe resources made available to negotiate unavoidable slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of dangerous or infrequently visited points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of free or subsidised maintained public toilets on public streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of wayfinding markers on the road public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of information points on the public highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I05. Data and electricity networks	No. of homes with internet access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public spaces with free access to the internet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Percentage of roads well-lit at night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I06. Urban legibility	Distribution of mobile telephony coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Organisation of urban space that facilitates orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I07. Large infrastructures	Orderly linking of medium-scale spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of large infrastructures in the action area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I08. Cultural heritage	Surf. area in m2 of non-daily parking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of road with fencing on both sides of the street without an associated active public space (school fences, sports facility, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Availability of public transport lines to industrial and commercial estates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accesibilidad y seguridad del viario entre la estación de tren o metro y el ámbito urbano de referencia	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of spaces and buildings that recognise work done by women	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I08. Cultural heritage	No. of educational spaces linked to areas of local historical relevance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of memorials dedicated to diversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



2.4.3 Red de espacios comunes: continuum espacial

[Person, house, group, intermediate spaces, radius 400 m, neighbourhood, city, territory, ecosystem and environment]

Annex XII to the LOTUP insists on the **network of common spaces** as the backbone of local public space linked to other assembled networks and infrastructures. In this Guide, in coherence with Annex XII, these common and local spaces are understood as being interconnected by a continuous section – a gradual transition or **spatial continuum**⁴²– that accompanies people from the home to the territory. These common spaces in continuity are interconnected with the rest of the networks, structuring and relating in turn the territory as a whole⁴³. We therefore propose a linked transition that accompanies people at all levels of territorial mobility, but which is defined by the clear link of proximity between the spaces associated with the building and those associated at the neighbourhood level, although they nevertheless have the capacity to **structure and configure the entire territory**. And, on the contrary, the decisions taken on the territory will have the capacity to configure or alter this network of common spaces of proximity.

Therefore, once the generic individual profiles and the majority spatial distribution of these profiles are known and the urban and sustainable mobility and gender model have been established, it is time to study **the continuity of the conceptual section from the interior of the dwelling to the territory and vice versa**. Attention paid to the continuity of section/transition is an important factor from a gender perspective because it touches on issues of autonomy, subjective and real safety, and facilitates issues relating to care for self, for others and for the environment⁴⁴. And it also makes visible the transversality of the gender perspective where a decision on a territorial scale can have a final impact on the quality of housing and on an adequate mobility network; and, on the contrary, the organisation of proximity services will have an impact on the organisation of public space as a care and healthcare infrastructure and, therefore, will have an impact on the overall organisation of the territory.

This scalar continuity analysis must be carried out **throughout the entire area** of action, considering both the more traditionally rooted neighbourhoods and the newly created areas farther away from the urban centres, as well as those clusters that are detached from consolidated structures (marginal areas). In short, the **entire** area of action and all the standard sections should be studied.

Even though the guiding criteria set out the strategies through the issues raised, it is worth making some reflections that focus the objectives of the habitable continuum, which begins in housing and covers the city and the territory, and vice versa.



The network of common spaces as the backbone of local public space linked to other assembled networks and infrastructures

⁴² Eva M. Álvarez Isidro and Carlos J. Gómez Alfonso, 'La incorporación de la perspectiva de género en el Plan General Estructural de Castelló: objetivos, método, acciones y hallazgos', *Hábitat y Sociedad*, 2018, 201–19.

⁴³ Christopher Alexander, 'A City Is Not a Tree', 1972.

⁴⁴ Álvarez Isidro and Gómez Alfonso.



The existence of intermediate spaces between the interior and the exterior must be encouraged, which duly address both the control and use of the climate and the generation of spaces with alternative uses

At all levels, accessibility must be universal, and the idea of “seeing and being seen” must be continuous, seeking to move through continuous spaces that offer real safety and a perception of safety, tranquillity and peace of mind.

Housing typology should favour housing that is non-hierarchical⁴⁵ in terms of its rooms and that can be improved/adapted over time. Although this aspect is not strictly decided by planning instruments, these do however determine the buildable depths, orientations and use that condition the appropriate typology of the dwellings. The possibility of providing space for paid work in one's own home/building also depends on by-laws and is an increasingly pressing need, irrespective of the recent massive increase in remote working.

From the domestic scale and in connection with the exterior, the existence of intermediate spaces between the interior and the exterior should be encouraged, spaces that serve both to control and make the most of the climate and to generate spaces with alternative uses, which has an impact on the relationship of the building with the public road that must be foreseen in the planning.

Residential buildings should seek to accommodate part of a person's activities, in particular those related to care. They should have functional spaces for different uses, such as the aforementioned remote work, and spaces for collective use such as meeting rooms or areas for washing and hanging out clothes to dry; as well as areas for storing prams or bicycles.

The concept of intermediate spaces in the building would be materialised as elements between the street/neighbourhood and the dwelling, which allow the proximity of spaces for the elderly, children, young people, etc. That is to say, those spaces in which to spend time, meet up and play next to the residential building or individual dwellings.

The leap to the neighbourhood scale must involve access to the necessary services and facilities, in a situation of proximity. The neighbourhood as a space for day to day activity that enhances care, connected with the city's other areas. Learning facilities (nurseries, schools and secondary schools), their location and routes to and from them are spaces that should be designed with special attention, favouring the autonomy and safety of children. Special attention must be paid to spaces for the elderly, health centres, shops selling essential items... all the local facilities needed to be able to go about one's everyday life in our context.

This chain also includes all the spaces that connect this network of common spaces with other gender infrastructures, particularly the connections between different networks that become spaces of special relevance (underground stations, bus stops, bicycle parking, green areas, sports areas, etc.).

⁴⁵ Zaida. Muxí, *Recomanacions per a un habitatge no jeràrquic ni androcèntric* (Barcelona: Institut Català de les Dones Generalitat de Catalunya, Secretaria d'Habitatge, 2009).

If we understand the neighbourhood as the continuation of the dwelling and the building, it must therefore be a habitable and comfortable space that allows people to relate to one other. This context favours activity, and activity favours the presence of people and their appropriation of the public space, which is thus perceived as safe. And applying the same argument, the urban space will be qualified and equipped. In short, a city of short distances - 400 metres as a reference - connecting, wherever possible, attention to multiple tasks associated with care. Paying attention to this issue may be the first step in facilitating women's access to paid work. And making this activity visible can be one of the ways to ensure it is properly valued.

In the transition from the neighbourhood to the city it will be necessary to establish circulation networks associated with the structure of a nearby green element, favouring sustainable mobility and the use of public transport. To make the city as a whole close and accessible.





NETWORK OF COMMON SPACES: SPATIAL CONTINUUM

LOTUP Annex XII Points 2, 5 and 6. LOTUP Annex IV section III , Point 4.6

«) PRIOR ACTIONS

«) PRIOR ACTIONS	The planning drafting team establishes collaboration with a representative of the team that is drawing up the ARRU (Urban Regeneration and Renovation Area) Report	<input type="checkbox"/>
	The planning drafting team establishes collaboration with a representative of the team that is drawing up the Sustainable and Integrated Urban Development Strategies (hereinafter, EDUSI)	<input type="checkbox"/>
	Revise Law 2/2017 of 3 February on the Social Function of Housing in the Valencian Community	<input type="checkbox"/>
	Review the White Paper on Housing- Valencian Community, published by the Valencian Institute of Building, which shows the state of the question regarding housing in the Valencian Community.	<input type="checkbox"/>

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



NETWORK OF COMMON SPACES: SPATIAL CONTINUUM

LOTUP Annex XII Points 2, 5 and 6. LOTUP Annex IV section III , Point 4.6

«) GUIDING QUESTIONS

«) GUIDING QUESTIONS	COMMON SPACES LINKED TO THE HOUSE [Conditions of public spaces near the house or dwelling and/or semi-private spaces]	<input type="checkbox"/>
	Does the house or dwelling receive good sunlight and natural ventilation?	<input type="checkbox"/>
	Are there any intermediate semi-private spaces?	<input type="checkbox"/>

Guiding questions	COMMON SPACES LINKED TO THE BUILDING [Semi-public spaces linked to the building]	
	Are spaces made available for care-related needs or uses?	<input type="checkbox"/>
	Are semi-private outdoor spaces available for the residents to enjoy leisure, sport and play in them?	<input type="checkbox"/>
	Are there well ventilated and sunny areas for hanging clothes out to dry?	<input type="checkbox"/>
	Are spaces available for collective waste management?	<input type="checkbox"/>
	Is the roof used as a collective space?	<input type="checkbox"/>
	Are there semi-public transition spaces?	<input type="checkbox"/>
	Are the transition spaces pleasant and safe?	<input type="checkbox"/>
	Are semi-public routes accessible?	<input type="checkbox"/>

Guiding questions	COMMON PROXIMITY SPACES [average 400 m/ 10 min. radius on foot from the door of the building or residential complex]	
	Are the routes to the proximity services accessible?	<input type="checkbox"/>
	Are the pavements wide enough for two people in wheelchairs to pass each other?	<input type="checkbox"/>
	Are these routes visible and well lit?	<input type="checkbox"/>
	Do they have the right ratio of sun and shade?	<input type="checkbox"/>
	Do they have benches to rest on and chat?	<input type="checkbox"/>
	Are the different types of users taken into account?	<input type="checkbox"/>
	Do they have bins and recyclable waste collection?	<input type="checkbox"/>
	Are areas for social interaction and play with greenery available within 400 m of each building or house?	<input type="checkbox"/>
	Are there adequate play spaces available for dogs and pets?	<input type="checkbox"/>
	Is sufficient local commerce available within this radius, i.e. groceries, bread, medicines, hygiene and cleaning products, basic school supplies, basic office supplies?	<input type="checkbox"/>
	Are collective spaces suitable for remote working available within this proximity radius?	<input type="checkbox"/>
	Within this proximity space, are care support spaces such as nurseries or day care centres available?	<input type="checkbox"/>
	Has a suitable environment for child autonomy linked to the route to school been provided, at least?	<input type="checkbox"/>
	Are study spaces for young people and adolescents and reading activities for younger children available within this radio?	<input type="checkbox"/>
	Are facilities linked to sport that facilitate physical activity for adults and older people available within this proximity space?	<input type="checkbox"/>
	Can they be considered safe spaces?	<input type="checkbox"/>

**NETWORK OF COMMON SPACES: SPATIAL CONTINUUM**

LOTUP Annex XII Points 2, 5 and 6. LOTUP Annex IV section III , Point 4.6

GUIDING QUESTIONS

Guiding questions	COMMON SPACES IN THE NEIGHBOURHOOD [Average radius of 1200 m/ 30 min. foot from the door of the building or residential complex]
	Are the routes in the neighbourhood accessible? <input type="checkbox"/>
	Are pedestrian and/or cycling routes in the neighbourhood area encouraged? <input type="checkbox"/>
	Are these routes visible and well lit? <input type="checkbox"/>
	Do they have the right ratio of sun and shade? <input type="checkbox"/>
	Do they have benches to rest on and chat? <input type="checkbox"/>
	Is this network integrated with pedestrian and public transport networks? <input type="checkbox"/>
	Are the routes of the cycle network well equipped, i.e. do they have bicycle parking and a multi-modal transport combination? <input type="checkbox"/>
	Are there public schools in this neighbourhood with safe roads and access for children? <input type="checkbox"/>
	Are there health centres with safe roads and access in this neighbourhood? <input type="checkbox"/>
	Are there day centres with safe routes and access for the people who visit them in this neighbourhood? <input type="checkbox"/>
	Are decentralised administrative services available that make it possible to carry out administrative matters in the neighbourhoods? <input type="checkbox"/>
	In the public spaces of the neighbourhood, is the participation of women in the construction of the collective narrative? <input type="checkbox"/>
	Are connection nodes provided between the cycling or pedestrian network and the public transport network? <input type="checkbox"/>
	Are facilities and services available near the connection nodes? <input type="checkbox"/>

Guiding questions	COMMON SPACES OF CONNECTION BETWEEN CLUSTERS [Polycentric cluster]
	Are the routes that connect the neighbourhood with the rest of the clusters and the rest of the city accessible? <input type="checkbox"/>
	Is it easy to travel by public transport? <input type="checkbox"/>
	Are public transportation stops accessible? <input type="checkbox"/>
	If a private car has to be used, is parking and combination with public transport, cycling or pedestrian networks a priority? <input type="checkbox"/>
	Is priority given to the connections between clusters via a public space infrastructure with greenery linked to cycling and/or pedestrian mobility networks? <input type="checkbox"/>
	In the public spaces of the city, is the participation of women in the construction of the collective narrative recognised? <input type="checkbox"/>

**NETWORK OF COMMON SPACES: SPATIAL CONTINUUM**

LOTUP Annex XII Points 2, 5 and 6. LOTUP Annex IV section III , Point 4.6

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
E01. Semi-public common space (common areas in building or residential building)	Number of buildings with semi-public collective spaces linked to care	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of buildings with semi-public outdoor spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of buildings with collective waste management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of trees and plant species every 1000 m that do not impede visibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E02. Common proximity (radius 400m)	Distance in m from accessible pedestrian routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Distance in m from safe pedestrian routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Distance in m from footpaths wider than 2.5 m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of m2 of safe proximity public space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Distance in m of shaded cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of bicycle parking areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of trees and plant species every 1000 m that do not impede visibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of places not frequented by the population as a whole (red dots)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Distance in m from routes that are well lit at night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Average number of public proximity services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Average number of local shops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of m2 of public space in front of nurseries and schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E03. Common neighbourhood space (radius 1200m)	Number of m2 of public space in front of healthcare centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of public space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of accessible shaded areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of link nodes between mobility networks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of accessible public transport stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Distance in m of safe route to school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public and/or private nurseries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E04. Common connection between polycentric clusters	Number of nearby administrative centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of trees and plant species every 1000 m that do not impede visibility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of public transport routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of accessible and safe public transport stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of parking spaces next to public transport stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



2.4.4 Safety and habitability in the public space: Maintenance, comfort and urban quality

Safety is not presented as an objective to be achieved in itself, step by step or in the medium term, but rather as an essential requirement that must be incorporated into all actions, for all people, in all areas. For this reason, safety has been integrated in all the indicators analysed above and its analysis is not proposed as something separate from the other considerations.

It can therefore be understood as a cross-cutting condition that must underpin all planning decisions and is affected by each and every decision that may be taken. Safety is in itself a prerequisite without which it is unlikely that any activity will be able to proceed properly in both public and private spaces. This situation of its being a necessity as opposed to an aim, immerses urban action in an iterative, *'complex and contradictory' environment*⁴⁶, in which one could propose to focus on safety as an objective to be achieved, so that the proposed actions that depend on this condition having been previously established can take place.

Safety should therefore be understood as a situation in which people are not afraid to occupy a space, whether public, semi-public, semi-private or private. Fear can be induced by subjective issues (people are afraid in certain environments, even if those environments do not represent a real danger) or by objective issues (people are afraid in a constructed environment because real danger does exist). Determining these issues is vital for equality of opportunity if absolutely everyone is expected to be independent.

Eliminating real dangers can sometimes be easier than eliminating subjective ones, because once objective dangers have been identified, action can be taken. However, a subjective feeling of insecurity depends on each person's perception and therefore on the education he or she has previously received. This education in turn depends, to a large extent, on the collective social and affective environment and the characteristics of the built environment^{47 48}.

The network of public spaces, particularly streets, is presented as an infrastructure of natural social space, accessible and affordable for all. However, in most participatory processes, the question of the quality of the urban environment frequently arises, characterised by partial aspects such as the maintenance and care of the material conditions of these spaces. This urban quality is also often linked to the notion of comfort, subjective feelings of safety and subjective appropriation of the public space.

In principle, these issues seem far removed from urban planning, but if we analyse in detail the decisions that are taken when designing urban space at every level, we will see that there are differences between different options depending on, for example, the degree of ease of urban consolidation that is promoted; the urban conditions of the sites that remain empty; the need to pass through unsuitable places as the facilities for daily use are located in



The network of public spaces, in particular the streets, is presented as an infrastructure of natural, accessible and affordable social space for everyone

⁴⁶ Robert Venturi, *Complejidad y Contradicción En La Arquitectura* (Barcelona: Gustavo Gili, 1999).

⁴⁷ Sanz Pozo and Ehizmendi.

⁴⁸ Col.lectiu Punt 6.



One of the objectives of this perspective is to contribute to the presence of everyone on the public road under equal conditions and in safety, both subjective and real

areas that are difficult to manage in terms of urban planning; the proposed material finish that conditions the maintenance and cleanliness that each solution offers; the regulations that affect façades and the passage of facilities, which may allow the surroundings to have a more cared-for appearance; the type of paving selected, which must be accessible and not slippery, but also easy to clean and replace; the presence of transition spaces between dwellings and the street that allow neighbours to meet or gather in spaces of a suitable scale; the balanced presence of sunny and shaded spaces without compromising the visibility of the public space; the availability or lack of public toilets and drinking or hand-washing fountains; the appropriate layout of areas and facilities to facilitate coexistence with pets; the selection of plant species that allow for proper maintenance and cleaning; the management of waste of all kinds to avoid rubbish containers occupying the public thoroughfare in a way that is a nuisance for the neighbourhood... and so on and so forth.

To return to the idea of a continuous section/transition, starting from the dwelling and the building and continuing in the street, the neighbourhood and the city, as an extension of the personal habitat -or as the incorporation of other extended housing models beyond the concept of complete housing- the incorporation of effective and viable maintenance is essential.

Considering these aspects implies incorporating the gender perspective, since one of the objectives of this perspective is to contribute to the presence of everyone on the public road under equal conditions and in safety, both subjective and real; and defective maintenance or a low level of environmental comfort activates what one might call a prior censorship that encourages the preventive disappearance of girls and young and older women from the public road,⁴⁹ particularly at night.⁵⁰

Once the safety requirement has been met, once everyone can occupy public space on equal terms, the habitability of that public space should be observed and the accessible pedestrianisation of routes and spaces encouraged, ensuring that commercial uses, which give vitality to those spaces, do not occupy the public space in a way that impedes precisely that public use.

On the other hand, by adequately equipping these public spaces with proximity facilities, street furniture for flexible use, appropriate greenery and, above all, proper lighting, we will most likely contribute to the perception of the public space as a quality space.

⁴⁹ *Manual de análisis urbano : género y vida cotidiana = Hiri analisirako manuala : Genora eta eguneroko bizitza.*

⁵⁰ *Marion Roberts and Adam Eldridge, 'Planning the Night-Time City'. (Routledge, 2012) <<http://www.my-library.com?id=415759>>.*





SAFETY AND HABITABILITY IN THE PUBLIC SPACE: MAINTENANCE, COMFORT AND URBAN QUALITY

LOTUP Annex XII Points 2, 5 and 6

❖ PRIOR ACTIONS

❖ PREVIOUS ACTIONS

The planning drafting team establishes collaboration with an expert in disability



The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



SAFETY AND HABITABILITY IN THE PUBLIC SPACE: MAINTENANCE, COMFORT AND URBAN QUALITY

LOTUP Annex XII Points 2, 5 and 6

❖ GUIDING QUESTIONS

❖ GUIDING QUESTIONS

MAINTENANCE

-
- Are urban estates small enough to distribute proximity facilities properly?
- In order to streamline urban management, is a mixed use allowed?
- Could unbuilt plots of land be used for specific and flexible uses?
- Is the use of infrastructure maintained in good working order?
- Is the maintenance and cleanliness of public spaces and roads facilitated?
- Are the urban waste collection areas well laid out?
- Is visibility of cleaning and maintenance tasks ensured?
- Are air pollution rates decreasing?

Guiding questions

COMFORT

-
- Is the design of single-use public spaces avoided?
- Does street furniture allow alternative configurations?
- Is the occupation of public space by commercial activities clearly delimited?
- Is the public space sufficiently well-lit at night?
- Is the design of tunnel spaces avoided, i.e. spaces that have only one unavoidable entrance and exit?
- Is the design of spaces with blind corners or turns without sufficient visibility to check safety before entering avoided?
- Are well-equipped and well-maintained public toilets available?
- Are plant species arranged taking into account the incidence of pollen allergies in the area?
- Is the progressive scale of the public spaces ensured so that each use can find its place in the public road?

Guiding questions

URBAN QUALITY

-
- Are checks carried out to make sure the public space is being used continuously in all time slots in urban spaces?
- Have red low occupancy hotspots been detected according to timetables and population groups?
- Are resources available to ensure that public spaces are occupied all year round in appropriate conditions?



SAFETY AND HABITABILITY IN THE PUBLIC SPACE: MAINTENANCE, COMFORT AND URBAN QUALITY

LOTUP Annex XII Points 2, 5 and 6

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
M01. Equitable distribution of uses	Surface area in m2 of urban polygons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of different uses in each urban polygon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of unbuilt plots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of schools in peripheral areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of local facilities in peripheral areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of sports facilities in peripheral areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of car parks without alternative use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of areas considered unsafe by local residents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
M02. Physical autonomy	No. of m on safe school routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of children's play areas linked to a network of common spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m. of active health trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of facilities for healthy exercise in public spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of pedestrian routes that are safe at night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of pedestrian routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m2 of public space occupied by private commercial uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of pavements with continuous fencing on both sides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of m of safe cycling routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of accessible bus or underground stops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No. of m of safe route between train station and urban area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



SAFETY AND HABITABILITY IN THE PUBLIC SPACE: MAINTENANCE, COMFORT AND URBAN QUALITY

LOTUP Annex XII Points 2, 5 and 6

INDICATORS

INDICATOR	Sub-indicator	BEFORE planning (previous sit.) DATA	BEFORE planning (previous sit.) CHECK	DURING drafted planning REPLICATES	DURING drafted planning IMPROVES
M03. Appropriation of public space	Number of possible activities in public spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	No. of legible spaces to facilitate orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public spaces near schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public spaces near healthcare centres	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Number of public spaces occupied in most time slots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



2.5 TRANSVERSALITY

2.5.1 Social, economic, political management

Urban planning proposes solutions in the physical space that affect the population as a whole and that are necessarily accompanied by political, administrative and economic management processes. This gender perspective on activities and management covers all processes, all levels, all documents. An example of this is the fact that tendering and bidding rules for services and works promote parity in the teams at all levels of work, or the incorporation of experts in equality and/or gender mainstreaming in urban planning.

This perspective may require the intervention of professionals from other areas of knowledge that ensure a multidisciplinary approach, as well as the organisation of participatory processes. In general, it is suggested that balanced teams should be formed, and that, also in general, diverse working teams should be sought.

The incorporation of the gender perspective can lead to positive action on the part of the managing administrations, subsequent to the implementation of the action. The increase in the complexity of the administrative management of any procedure makes it difficult for the most vulnerable sector of the population to apply for permits, aid, subsidies or the promotion of small actions in an equitable manner. Gradually, the need to incorporate social and equality agents in the administration to advise citizens on how to proceed in order to access adequate housing (e.g. Brussels and the management of the Community Land Trust⁵¹) or to manage the equitable use of public space (e.g., Vienna and the management of urban squares⁵²) is gradually becoming established. Even other apparently simple actions - e.g., opening school playgrounds to controlled public use outside school hours - require the strengthening of social management and conflict resolution mechanisms, and agreement between different administrations.

In terms of cultural management, the actions on the urban environment

-streets, squares, public spaces in general- can help to raise awareness of the work carried out by women and of women throughout history, all too often silenced, treating with equal spatial and representative importance the spaces dedicated to trades traditionally carried out by men as well as those carried out by women,⁵³ spaces that should be made visible to the public, the names of streets and public spaces, monuments... The urban landscape, as defined by Hayden,⁵⁴ should support the visibility of women as part of society's memory, encouraging the idea of urban space as a space for education in equality.



This perspective may require the intervention of professionals from other areas of knowledge that ensure a multidisciplinary approach, as well as the organisation of participatory processes

⁵¹ Geert De Pauw and Joaquín de Santos, 'Beyond England: Origins and Evolution of the Community Land Trust Movement in Europe', in *On Common Ground. Intersectional Perspectives on the Community Land Trust*, 2020, pp. 143-64.

⁵² Damyanovic.

⁵³ Rosa Remón Royo, 'Barrio de La Aguja. Fundado En Los Años 30. Valencia', *Arquitecturayempresa*, 2016 <<https://www.arquitecturayempresa.es/noticia/barrio-de-la-agujafundado-en-los-anos-30-valencia>>.

⁵⁴ Dolores. Hayden.



Finally, it is suggested that public servants should be trained in and made aware of the gender perspective and its application in the public sphere, in a cross-cutting and multi-scalar manner, and that the best actions in our environment should be recognised with awards in different fields.

2.5.2 Red flags against structural discrimination



It is suggested that public servants should be trained in and made aware of the gender perspective and its application in the public sphere

Structural discrimination⁵⁵ is referred to as that discrimination that occurs even when it is not attributable to the specific action of any given person or institution. This is evidenced by the fact that services and benefits are distributed unequally among people, despite the fact that no-one has prevented their equitable distribution in a personalised way. In other words, people 'naturally' refuse to perform some action that another group of people does carry out. In these cases, it is necessary to analyse which conditions are involved and to act actively in order to dismantle them, in this case, through the organisation and design of urban space. Sex discrimination, which manifests itself in gender roles, is clearly this kind of structural discrimination, which is clearly seen in how we share and signify urban space.

In each case or location where a differential use of space is observed, the causes of which are not easily attributable to anyone or anything in particular, a red flag should be raised⁵⁶ and specific actions taken to reverse the situation.

The criteria of transversality are only reviewed with the Guiding questions, as it is understood that, in this case, the indicators are difficult to quantify.



⁵⁵ Jo Freeman, 'Institutional Discrimination', 1970 <<http://www.jofreeman.com/womensociety/institidiscrim.htm>> [accessed 6 November 2017].

⁵⁶ A red flag is a tool used to prevent fraud in the EDUSI, a European standard. Here red flags are a suitable instrument to make visible the importance of avoiding institutional and structural discrimination and thus to make it visible.



TRANSVERSALITY: SOCIAL, ECONOMIC, POLITICAL MANAGEMENT.

LOTUP Annex XII Point 10

«) PRIOR ACTIONS

«) PRIOR ACTIONS	The planning drafting team establishes collaboration with a social worker who is familiar with the area of action	<input type="checkbox"/>
	The planning drafting team establishes collaboration with a municipal administrative officer who is familiar with the area of action	<input type="checkbox"/>

The use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument



TTRANSVERSALITY: SOCIAL, ECONOMIC, POLITICAL MANAGEMENT.

LOTUP Annex XII Point 100

«) GUIDING QUESTIONS

«) GUIDING QUESTIONS	SOCIAL MANAGEMENT
	Have social workers operating in the field been contacted? <input type="checkbox"/>
	Are participatory processes established to detect the management needs of the population? <input type="checkbox"/>
	Is joint management of public facilities promoted among various levels of government? (Sports centres, cultural centres, libraries, school playgrounds) <input type="checkbox"/>

Guiding questions	FINANCIAL MANAGEMENT
	Is the recruitment of balanced teams encouraged? <input type="checkbox"/>
	Is gender mainstreaming promoted in all contract clauses where it is possible to do so? <input type="checkbox"/>
	Is gender mainstreaming promoted in the draft budgets of institutions involved in urban planning? <input type="checkbox"/>
	Is the incorporation of the gender perspective promoted in the bidding specifications for work and service contracts as a positive criterion in the awarding of the tender? <input type="checkbox"/>
	Is the incorporation of the gender perspective promoted in the terms and conditions of urban and architectural project competitions as a positive criterion in the awarding of the tender? <input type="checkbox"/>
	Is the equitable use of spaces and buildings encouraged by not counting certain care spaces in the use and/or buildability? <input type="checkbox"/>
	Are tax exemptions promoted for those who dedicate the rehabilitation of urban real estate to uses related to the care or housing of middle to low income elderly people? <input type="checkbox"/>

Guiding questions	POLITICAL MANAGEMENT
	Is it stated that the gender perspective is a cross-cutting concept applicable to any scenario and therefore reflected as an initial objective of the planning figure in question? <input type="checkbox"/>
	Are pilot projects that exemplify the improvements brought about by gender mainstreaming promoted? <input type="checkbox"/>
	Is dialogue promoted between the different institutions and services acting on the built environment? <input type="checkbox"/>
	Is the dissemination of the basic criteria of a gender perspective promoted among decision-makers? <input type="checkbox"/>
	Is the existence and accessibility of a database of examples, references and bibliography promoted to facilitate widespread knowledge of this perspective? <input type="checkbox"/>
	Is the urban landscape promoted as public history? <input type="checkbox"/>



TRANSVERSALITY: RED FLAGS
 LOTUP Annex XII Point 10
 «) PRIOR ACTIONS

«) PREVIOUS ACTIONS

RED FLAGS

Is public space occupied equitably at almost all times of the day?

Is the public space occupied equitably on almost all days of the calendar?

Are the places that are perceived as unsafe for people (red dots) identified?

Is there equal universal accessibility?

Do those who benefit from public facilities belong to all the groups identified in the population analysis?

Do those who benefit from public spaces belong to all the groups identified in the population analysis?

GUIDELINES FOR
GENDER PERSPECTIVE
MAINSTREAMING IN URBAN
PLANNING ACTIONS IN THE
VALENCIAN COMMUNITY

Part III



ABOUT THE
DOCUMENTS



PART 3. ABOUT THE DOCUMENTS

3.1 Incorporating the gender perspective in urban planning documents as per the LOTUP

Part 2 of this Guide contains a review of the contents to be considered and reflected upon in order to incorporate the gender perspective in urban planning, associating said contents to items with guiding questions and indicators, in order to facilitate the approach to the contents that should be incorporated in such planning. Part 3 reflects on and make suggestions on how to transfer these contents that we have already thought about to the different urban planning documents, following the outline or path laid out in the LOTUP. In order to facilitate the connection between the two parts, we propose to associate these documents to those contents, primarily through the use of the icons previously used.

Most gender issues are dealt with in the General Plan (PGE and POP), since it is there where the municipality's planning is comprehensively addressed, but all the planning instruments affect aspects related to the gender perspective, so they must be applied in all of them to the extent that they affect them.

3.1.1 According to the LOTUP Preamble

The Preamble of the LOTUP declares the gender perspective as one of the main objectives of that same law and defines it as a **transversal and transformative** concept, as already thus defined in the New Urban Agenda of the United Nations (2017).

It also declares that the law *"adheres to the principles of equality between men and women"*, recognising the differential assignment of tasks to each person according to pre-established roles based on gender. Finally, it proposes moving towards the *'caring city'* and *'pursuing the idea of generating environmentally and economically sustainable and humanly accessible spaces'*.

Therefore, right from its very Preamble, the LOTUP establishes the need to address the collective habitat in a complex and interdependent way, clearly focusing on the fact of caring and being cared for.

In documentary terms, this implies the need to address any planning or management decision of any agent that affects the habitat, with an interdisciplinary viewpoint and based on the concepts of care, diversity and interdependence. As we have been insisting, the gender perspective implies a holistic, cross-cutting, interdisciplinary and care-focused approach that **affects all decisions and all planning documents.**



3.1.2 According to the articles of the LOTUP

The obligation to incorporate a gender and inclusive perspective in 'Valencian territorial planning, urban planning activity, rational land use and conservation of the natural environment' is laid down in **article 1** of the LOTUP, where this law assumes this perspective as a **transversal issue** that affects all the actions and determinations that are carried out by everyone involved in the configuration of the collective habitat in the Valencian Community.

Therefore, it **transfers to all documents, reports, supplementary reports and plans established in each and every one of the planning instruments and to their supervision**, such capacity as may correspond to them in the incorporation of the gender perspective and the inclusive perspective, in line with the possibilities of each situation.

Article 7. 2 a) sets out that, in order to incorporate the gender perspective in urban planning, the rehabilitation and reuse of buildings should be prioritised and promoted, together with urban regeneration and renovation, which promotes the environmentally responsible compact city of diverse uses and proximity, endeavouring to act with similar criteria in rural areas also.

In documentary terms, this implies that the **gender perspective must be incorporated from the moment the territorial structure model is decided**, as well as in all urban regeneration and building rehabilitation plans, which are key and irreplaceable moments in the process of incorporating the gender perspective.

Article 13 focuses on 'Social cohesion, gender perspective and urban planning', and is the article that develops this concept the most, referring also to Annex XII.

This article establishes **proximity, sustainability, the caring city and participation as key elements**, indeed as the scaffolding that supports the incorporation of the gender perspective in urban planning. These basic concepts affect all planning decisions and documents, and it is difficult to separate them from the overall ensemble.

In addition, point 2 e) of this article insists on the use of **inclusive language** and its adaptation to participatory processes, which, once again, affects all of the documents of the planning instrument.

And point 3, insists on **participation**, information and communication as issues to be guaranteed in the preparation of when drawing up all planning documents, in all their phases, which extends once again to the entire planning instrument.

Points 4 and 5 of this Article 13 highlight the structural role of the gender perspective by considering land reserves for housing and public facilities as basic aspects that affect the incorporation of the gender perspective.





In documentary terms, this article shows the contribution of all scales and all decisions, from those of proximity to those of territorial structure, in the achievement of the objectives in terms of equality between people through the construction of a common habitat. Therefore, the above key elements should be incorporated in all plans and documents as necessary, affecting in particular land classification, **land use allocation, territorial structure and the need for a participation plan.**

Article 17, centres in its point 6 b) on sustainable investment projects and states that these projects must be focused on the pursuit of the general interest by promoting a favourable supra-municipal impact also from the gender point of view, with *'a forecast of evolution and the balance of employment of men and women in the medium and long term'* which therefore requires the implementation of a **gender impact study of the action.**

As criteria for the relevance of the projects, point 6 f) of paragraph 1 of this article insists on the 'creation of stable and quality employment, balanced between men and women', which leads to the incorporation of the gender perspective as a necessary condition.

In Article 21, structural planning determinations, point 1 a) establishes the need for a gender perspective both in objectives and in indicators, affecting all plans insofar as their documentation is concerned, and in particular the justification report.

In article 34, on the documentation of the general structural plan, point 1 a) specifies that the informative report of this instrument must indicate compliance with environmental and gender objectives, in addition to the rest of the considerations mentioned above..

Therefore, in documentary terms, the PGE's informative report must assess the previous situation and apply indicators to verify the incorporation of the gender perspective.

In Article 48, persons and institutions participating in the strategic environmental and territorial assessment of plans and programmes, in section f) on the interested public that may participate in the environmental assessment, point 2 l) refers to any non-profit legal entity that has *'among the purposes accredited in its statutes [...] that of the correction of gender inequalities'*

In Article 53, on public participation and consultation, point 1 insists, once again, on the need for public participation and consultation with a broad spectrum of individuals, associations, platforms or groups, through actions defined in a public participation plan. This point is clearly linked to gender mainstreaming, as explained above. Therefore, as far as documents are concerned, this implies the need to define a **public participation plan** adapted to the circumstances and phases of the planning instrument.

Therefore, in documentary terms, it implies the need to define a **public participation plan** adapted to the circumstances and phases of the planning instrument.

Annex IV, which defines the urban development standards and regulation of urban planning determinations, in Section III, which deals with functional standards and quality of public facilities, point 1, which establishes the general principles, section 1.1 establishes the criterion of proportionality between public facilities and buildability clarifying that *"although the quantitative indicator is indispensable, it is the quality standard that must guarantee urban*



planning, which will be obtained as a result of applying the gender perspective to such planning, thereby ensuring the global and inclusive vision of public spaces, designed in and for the diversity of the population, applied in accordance with:

- *The design and location of public facilities*
- *The quality of the resulting public space development*
- *The functional conditions of accessibility and use of public facilities*

In this same Section III, section 4.6 establishes that the distribution of land uses destined for facilities will be carried out according to the criteria of a caring city and prioritising the needs of everyday life, leaving it undetermined when necessary in anticipation of future uses associated with care (QM)⁵⁷. And sections 4.4, 5.4 and 6.2 establish the possibility of justifiably reducing the reserve of parking spaces "when the area corresponding to this reduction is used for actions that favour more sustainable mobility, a larger area of urban green infrastructure or a more inclusive public use that is consistent with the network of common spaces defined in Annex XII of this law" (modification to the LOTUP introduced by Law 3/2020, of 30 December), which makes possible an improved design of the road network with a gender perspective.

In documentary terms, this means that gender perspective mainstreaming must be as a criterion for obtaining the **urban quality standard**, particularly in the **allocation and distribution of land uses**, affecting plans and reports that explain these uses.

Annex X which establishes the criteria and rules for the planning of rehabilitation, regeneration and urban renewal actions, in its paragraph b) b) indicates that the planning figures to be used for these actions must address several objectives, among them, in section 10, the integration of gender and age perspectives, through participatory processes.

In documentary terms, this brings us back to the need to establish **citizen participation plans**, integrated in the decision-making and design process defined by the planning instrument that develops these actions.

⁵⁷ QM (Annex IV LOTUP, Section III, point. 4.6): [*"Generic qualification as a multi-purpose facility (QM) when it is convenient to postpone the definition of the specific use of the facility to a later time after the management of the Plan"*].



3.1.3 According to LOTUP Annex XII

Annex XII is the specific annex that sets out the criteria and rules for planning with a gender perspective. This annex insists on what has already been stated up to this point, relating it to the standard indicators, albeit providing certain clarifications with respect to the documents.

In terms of **documents** it indicates:

- Point 1 states that all **reports** on urban development plans, programmes and projects must include quantitative information on the population, segregated by sex and age, among others; and qualitative information that makes it possible to identify the needs and expectations of all population groups duly described in accordance with intersectionality criteria, as well as the repercussions that planning may have on them. Suggestions for obtaining this information are given in section '2.3 Background information' of this guide.
- The **network of common spaces of proximity** defined in point 2 of Annex XII must be specified in the **plans of uses** (zoning, which specifies the position of the facilities and their relationship with the building) and in the plans dealing with mobility. This network forms part of the **structural planning** of the road network and of the public spaces connected by this network and must be defined in the **urban development** projects that develop them. In addition to the above, the network of common spaces may also be represented in a single plan to facilitate a single reading of the network.
- Point 2.5 indicates the need to incorporate a **process of citizen participation in the process of public participation** (art. 53.1) in order to better understand the needs of each population group and to be able to better adjust the design of proximity spaces and facilities. It is suggested that the participation process be specific and appropriate to the instrument being developed in order to obtain the most accurate information. This process should be open and representative and reflected in the IEIG.
- The promotion of a compact city and the limitation of dispersed growth proposed in point 3, affects the definition of the urban model and **land qualification plans**. Point 3.2 insists on proximity (10 minutes on foot to reach the spaces included in the network of common spaces) which should be reflected in the **plans of uses** and pedestrian mobility.
- Point 4.2 on the combination of uses and activities establishes that the **town planning regulations and municipal by-laws** shall regulate the carrying out of remunerated activities in the dwelling, as long as they are compatible.





- Point 4.3 looks at mobility from a gender perspective both at neighbourhood level and between different centres, which implies that the **sustainable mobility plan** should reflect this perspective and make sure that it is included in the different plans and memorandums.
- Point 4.4 promotes the development of facilities and services near intermodal transport stations. This requirement can be specified both in the **use plan** and in the **mobility plan**.
- Point 5.1 requires that pedestrian mobility be promoted by means of accessible, safe and well-equipped spaces, encouraging in particular the safe mobility of children when accessing educational or sports facilities. This circumstance can be defined in the pedestrian mobility plans.
- Point 5.2, which calls for the elimination of conflict points at the intersection of different mobility networks, promotes the explanation of this and its improvement in mobility plans, in particular those of overlapping mobility networks.
- Point 5.3 indicates that the network of public spaces, which includes the network of common spaces, should be treated as a hierarchical and continuous network, i.e. as a structured network and, therefore, linked to the other facility networks, which implies that it must be included in the plans for the primary and secondary network of land reserved for facilities.
- On the other hand, this same point 5.3 indicates that **public spaces should be visible** from nearby buildings, thereby promoting a sense of subjective safety and of appropriation of the public space, a situation that should be reflected in the plans and memories affected, particularly in the planning instruments that get down to the details (detailed planning, detailed studies), urban planning projects.
- In addition, points 5.3 and 5.4 talk about identification, reading, orientation and appropriation of the space from its own condition or morphology, without the need for signage - which may also be appropriate. In addition, it suggests that landmarks and elements that allow orientation in the public space be identified in the **urban planning plans**, marking them as such.
- Point 5.5 insists on the urban quality of public transport stops and their structuring within the network of common spaces. This will affect the **sustainable mobility plan** and the plans that address both territorial structure and detailed planning.

- Point 5.6 refers to the **quality of spaces for public and social use**, relating the concept of urban quality to those of safety, cleanliness and maintenance. As has been indicated in this Guide, these concepts are cross-cutting and depend on both structural and detailed matters, and are the issues that citizens insist on the most, as they have a major impact on their daily lives. The public space must be clean and **maintained** throughout the municipal area and this is a basic requirement for the concurrence of real and subjective safety. Maintenance and cleanliness depend on prior design issues such as where the equipment is located or what materials are proposed.
- Point 5.7 focuses on the safety of public buildings and pedestrian routes, as well as the link between uses through the network of common spaces, which affects the development plans at all levels of action.
- Point 5.8 refers to the need to draw up **collaborative maps on subjective and real insecurity** for any type of planning on built-up land within the **public participation processes**.
- Point 6.1 insists on what has already been stated in point 5.1 and will therefore affect plans in which pedestrian mobility is studied. However, it also insists on the conditions of **environmental quality** (air quality, areas of sun and shade, protection against wind or rain, protection against excessive noise, presence of greenery...) and accessibility and lighting, which affects, in general, each of the determinations that each instrument may make.
- Point 6.2 quantifies the amount of pedestrian roadway to be allocated in the structure of common spaces (75%) or in the roads of the neighbourhood or unit of reference (60%). The structure of common spaces exceeds the neighbourhood unit as it connects different centres within the polycentric structure and within the units of action - generally speaking, neighbourhoods - a preponderance of pedestrian routes is insisted upon. All of this must be included in the **sustainable mobility plans and in the detailed planning plans**.
- Point 6.3 establishes the need for **services and activities on the ground floors of buildings** to open onto the streets in order to improve the quality of this network of common spaces, making it active and safe. It establishes the occupation of the pedestrian thoroughfare by commercial activities (no more than 50% of the width of the pedestrian thoroughfare and no more than 30% of the surface area of said pedestrian network). In addition, it indicates that pedestrians with luggage, two people in wheelchairs, people accompanied by minors or any combination of these must always be able to pass by, which means that the minimum width of pedestrian crossings must be between 2 and 2.5 metres. All this will be reflected in the corresponding **mobility plans and detailed planning**.





- Point 7.1 promotes the network of common spaces, relating the determinations of point 4 of this Annex XII, on the combination of uses and activities, to Annex IV which defines the urban standards and regulations of urban planning determinations, in particular point 4.6 of section II which insists on the caring city, emphasising those **proximity care services** for children, the elderly or people with functional diversity. This, evidently, must be made explicit in the territorial model plans, in the **plans of uses and in those of detailed planning**.
- Points 8.1, 8.2 and 8.3 refer to the need for different types of housing, compatibility of uses and the '*structuring of the intra-urban landscape*⁵⁸. Understanding housing as a part of the gendered infrastructure that extends beyond the dwelling itself, it proposes that the latter be adapted to the different models of coexistence, to the different compatible uses and to the different phases of people's lives; it also proposes that the common elements of buildings be coordinated with the network of common urban spaces, placing special emphasis on lobbies and common elements that must be visible and safe, and on access to residential buildings for people with reduced mobility (wheelchairs, walkers) or with other mechanisms such as baby carriages, shopping trolleys or different types of bicycles or scooters. Therefore, this point will affect the plans for uses and mobility, but above all the **by-laws, or urban planning regulations**, which must take into account the need for visible and safe common elements in residential buildings, universal accessibility to the building and within the building; the fitting out of spaces in terms of safety and accessibility for everyday objects, as already mentioned; and should also encourage the emergence of other types of housing, more in line with that which is specified in this point.
- Point 9.1 reinforces sustainable mobility by placing greater importance on mobility by **public transport**, by bicycle or on foot, without reducing the surface area of living and recreational areas. Point 9.2 insists on the mobility of care and on adapting that mobility for those with physical or sensory disabilities. Point 9.3 insists on safety in mobility at night, emphasising safety and accessibility at public transport stops (point 5.5) for night-time use. These determinations continue to affect the entire document, although especially the plans and reports of **sustainable mobility** documents and those that contain **urban legibility** issues.

⁵⁸ Law 5/2014, of 25 July, on Territorial Planning, Urban Planning and Landscape, of the Valencian Community.



- Points 10.1, 10.2 and 10.3 coincide with what has already been mentioned in Article 1 of the LOTUP and has been constantly mentioned in this document: a gender perspective implies a transversal reading of all documents and determinations that is '*multi-scale, interdisciplinary and participative*'. And it reinforces the need to ensure gender parity, particularly by encouraging the participation of women in **the elaboration of urban plans and projects and by 'explicitly justifying the participation of people from different social groups**⁵⁹. As a result, it is clear that gender mainstreaming and inclusiveness affect all documents and determinations; that efforts must be made to form balanced drafting teams; and that all social groups must be adequately involved in participatory processes, which shifts the responsibility for participation to the team organising these participatory sessions, not to the participants.



⁵⁹ Law 5/2014, of 25 July, on Territorial Planning, Urban Planning and Landscape, of the Valencian Community.



3.1.4 Summary of LOTUP documents

The provisions regarding the gender perspective set out in the LOTUP are aligned with the provisions of the different **Urban Agendas**. In general terms, both the LOTUP and the Urban Agendas propose a compact urban model with a rational use of land; focused on the everyday city, proximity, diversity; and defined as a necessarily collaborating agent in attaining sustainability and environmental resilience. This situation affects all **urban planning documents** in one way or another.

However, as a singular fact, the LOTUP proposes the provision of a hierarchical and continuous network of common spaces, linked to the green infrastructure network and to the different sustainable mobility networks. This network of common spaces serves to structure the **territory** in all areas and in all areas and affects practically all planning documents.

The notion of common space transfers to the **urban -or rural- environment** the idea of common spaces that arise in cooperatives or small population clusters, of a collective and open nature, where social interaction takes place. This **concept of a common space of an intermediate scale** also links the small scale of the common elements of the buildings, whether public or private; and the metropolitan scale in terms of the connection of this network to the other metropolitan networks, linking medium-sized spaces to others in different environments, in a network that is declared '**continuous and hierarchical, accessible and safe**'. This network is intertwined with the other networks, in a clear and all-encompassing cross-cutting vision of the gender perspective.

Likewise, the definition of common space affects all the everyday public care and mobility services and spaces that are the scene of our daily activity, from the environment of the common elements in residential buildings to the most distant public sphere. All these points that are close to someone at some point are linked by a network that structures, links and systematises them. This network combines perfectly with the notion of a caring city that provides the basic services needed to make care compatible with other activities, and a city of proximity, i.e. one that provides everyday services within a 10-20 minute walking distance. This situation, once again, affects practically **all planning documents**.

To know all these care and proximity needs, it is necessary to know those who care and those who are cared for, which is why the LOTUP, in terms of gender, stresses the need to obtain **statistical data disaggregated by sex** and age group and to corroborate these data through extensive participatory processes, integrated in all phases of the development of the planning instrument (before, during and after the drafting of the document). As can be seen in the preceding texts, the need for participatory processes is highlighted in several articles and must give rise to a public participation plan document (art. 53.1) and a citizen participation plan (annex XII, point 2.5), While the result must also be included in the reports of the documents.

Furthermore, the LOTUP declares the incorporation of the gender perspective as the criterion that verifies the achievement of **urban quality**, in particular when distributing public facilities and service buildings on the territory, thus making this gender perspective a valuable criterion for assessing overall quality of the planning outcome.

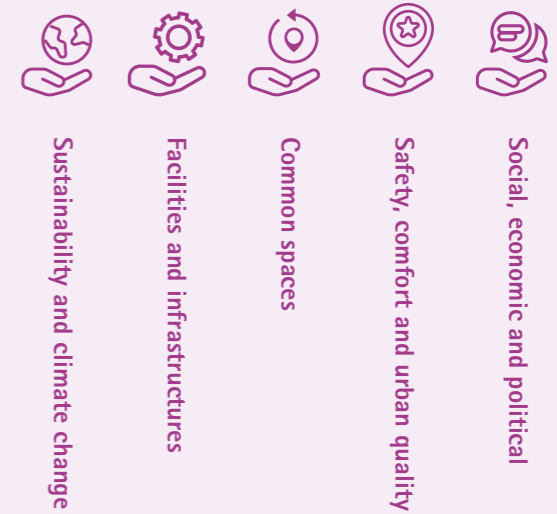




This urban quality is coordinated with the environmental quality that any intervention that incorporates the gender perspective must have, promoting from this perspective a green, healthy, inclusive and environmentally active city, where the mitigation of the effects of climate change is both a necessity for the people who live in that environment and a necessary contribution or agency of the selected urban model itself. Both quality criteria must run through all the documentation, with special emphasis on the **plans for the allocation of uses**.

Finally, the LOTUP calls for a commitment to use **inclusive language** (art. 13, 2 e)) and recommends the promotion of **parity teams**, particularly in urban planning drafting teams (Annex XII, 10.3), which is also applied to all the documents.

The following table summarises the above points, highlighting those concepts that have the greatest impact on the drafting of documents, with a view to incorporating the gender perspective. Those concepts that should appear in **all the documents** of each planning instrument, according to the LOTUP, have been highlighted in magenta, while in the other points we have indicated in which documents this concept is more clearly stated.





ALL THE DOCUMENTS	PUBLIC PARTICIPATION PLAN	MEMORIA INFORMATIVA/ JUSTIFICATIVA	INFORMATIVE/JUSTIFYING MEMORANDUM	SUSTAINABLE	AALLOCATION OF USES ON THE TERRITORY	SUSTAINABILITY AND ECONOMIC VIABILITY REPORT OF THE FEET
-------------------	---------------------------	------------------------------------	-----------------------------------	-------------	--------------------------------------	--

Art. 1		Purpose: Gender perspective	●	●	●	●	●	●	●
Art. 7	2 a)	Regeneration, rehabilitation, compact city	●	●	●	●	●	●	●
Art. 13	2 a)	Proximity	●	●	●	●	●	●	●
	2 b)	Sustainability	●	●	●	●	●	●	●
	2 c)	Caring city	●	●	●	●	●	●	●
	2 d)	Participation	●	●	●	●	●	●	●
	2 e)	Inclusive language	●	●	●	●	●	●	●
Art. 17	6 b)	Employment balance between men and women							●
Art. 53	1	Public participation plan	●	●	●	●	●	●	●
Anexo IV	1,1	Gender perspective as a quality criterion	●	●	●	●	●	●	●
Anexo X	b)10 ^a	Citizen participation plans	●	●					
Anexo XII	1.1	Quantitative information segregated by sex			●				
	1.1	Qualitative information by participation		●	●				
	2.1	Network of common spaces	●	●	●	●	●	●	●
	2.5	Citizen participation	●				●	●	
	3.1	Compact city	●				●	●	
	3.2	City of proximity	●				●	●	
	4.2	Combination of uses	●		●	●	●	●	
	4.3	Mobility of care	●		●	●	●	●	
	4.4	Facilities in intermodal stations				●	●	●	
	5.1	Safe and accessible pedestrian mobility				●	●	●	
	5.2	Eliminate conflictive hotspots in mobility networks				●	●	●	



ALL THE DOCUMENTS	PUBLIC PARTICIPATION PLAN	MEMORIA INFORMATIVA/ JUSTIFICATIVA	INFORMATIVE/JUSTIFYING MEMORANDUM	SUSTAINABLE	AALLOCATION OF USES ON THE TERRITORY	SUSTAINABILITY AND ECONOMIC VIABILITY REPORT OF THE FEET
-------------------	---------------------------	------------------------------------	-----------------------------------	-------------	--------------------------------------	--

5.3		Hierarchical and continuous network of common areas			●	●	●
5.3		Visible public spaces			●		●
5.4		Legibility and orientation in public space	●		●		●
5.5		Urban quality of public transport stops			●	●	●
5.6		Quality of public spaces			●		●
5.7		Safety in public buildings and on pedestrian routes	●		●		●
5.8		Collaborative insecurity maps		●			●
6.1		Environmental quality	●	●	●	●	●
6.2		Pedestrian walkways and recreational areas	●		●	●	●
7.1		Caring city	●	●	●	●	●
8.1		Adaptation of dwellings to different types of coexistence		●	●		●
8.3		Safe and accessible common elements		●	●	●	●
9.1		Public transport network		●	●	●	●
9.2		Mobility of care and accessibility		●	●	●	●
9.3		Safety in mobility at night		●	●	●	●
10.3		Balanced drafting teams	●	●	●	●	●



3.2 SUGGESTIONS AND RECOMMENDATIONS FOR GENDER MAINSTREAMING IN THE DEVELOPMENT OF DOCUMENTS

Although we have endeavoured to list all the planning documents that **may be affected** by gender mainstreaming and that are explicitly mentioned in the LOTUP, the fact is that it affects all documents. In addition, it is more than likely that a judicious application of the LOTUP will suggest the addition of some additional plans.

As a general rule, it is **recommended** that:

- Each of the sectoral reports should explain how they have mainstreamed the gender perspective.
- The graphic documentation of each report or sectoral plan should graphically explain which measures have been adopted to mainstream the gender perspective, or whether they share objectives with the gender perspective.
- Each urban planning document, regardless of which instrument it may be, can incorporate a GENDER ANALYSIS LAYER in EVERY information and project plan in which it is relevant, as well as its equivalent in the project reports. It is not recommended that this criterion should be replaced by a specific plan/document that compiles gender considerations: it should be a cross-cutting issue in the documentation. This matter is however left to the discretion of the drafting team, as has been repeatedly stated.
- Despite this and in particular, the network of common spaces -one of the facility networks- could be referred to in a plan that includes all the determinations that may affect it, should the suggestion of adding a layer to each plan not be sufficient.
- In planning instruments that establish by-laws/urban regulations, these must take into account hygienic conditions, the need for outdoor space and safety. Care work carried out in dwellings should also be taken into account and reflected in these by-laws, which can, or could, provide favourable calculations of buildability or use, in accordance with the Urban Planning Regulations of the Valencian Community.
- In the case of small towns, these recommendations should be adapted to their particular characteristics, maintaining the sense of the recommendations, but reducing the complexity of the documents and favouring direct consultation with the population.



In addition, in order to make the concepts associated with the selected indicators more explicit, it is suggested that with regard to:

a) Indicators of combined uses, activities and green infrastructure: **Sustainability and climate change**

Information for interlinked and overlapping data may be included in the maps, such as:

- Pedestrian, cycling, road and rail mobility network superimposed to see the interface points.
- The above network, superimposed on the network of green spaces.
- The network of common spaces in relation to the network of green spaces.



b) Indicators of mobility, facilities, services and housing: **Assembled infrastructures**

Information can be included on the maps (in the corresponding maps, as an additional data layer – not as a specific new map) corresponding to interlinked and overlapping data such as:

The location of facilities and interlinked mobility network, assessing the distances.

- Location of facilities and interlinked mobility network and intermodal stations, assessing the distances.
- Location of elements related to waste collection and their relationship with pedestrian networks and common spaces, assessing the distances.



c) Indicators of network of common spaces: **spatial continuum**

Information for interlinked and overlapping data may be included in the maps, such as:

- Relationship of public housing areas to common spaces and green infrastructure.

And by-laws that:

- Facilitate the uses of care and outdoor spaces in housing through the study of the use that enhances the emergence of such uses.
- Facilitate safe intermediate spaces and collective uses.



d) Indicators of safety and habitability in the public space. **Maintenance, comfort and urban quality**

Information corresponding to interlinked and overlapping data can be included in the maps (if the planning instrument so allows due to its scale), such as:



- Map of uses in time: winter-summer, day-night, holiday-working days.
- Map of points that people refuse to occupy or only pass through depending on the time of day.
- Map of sunlight and shade on the road and public spaces.
- Map of rest areas and fountains on public roads, every 300m.

And by-laws that:

- facilitate universal accessibility.
- encourage people to take ownership of the public highway: playing, dancing, sitting and chatting, planting their own plants, urban gardens, flexible use of unoccupied plots of land.
- facilitate safe intermediate spaces and collective uses.





3.3 PREPARING THE DOCUMENTS OF THE IEIG IN ACCORDANCE WITH THESE GUIDELINES

The IEIG⁶⁰ evaluates the foreseeable outcome that the deployment of the planning instrument could produce on the achievement of improvements in equality of treatment and opportunities between women and men or on the elimination of discrimination with respect to the situation that existed prior to the drafting of the planning figure.

However, in the case of major planning instruments such as a general plan, for example, the periods of validity are so long that it is almost unthinkable that, when the document is modified or changed, the new planning will not lead to an improvement in conditions with respect to the previous situation of inequality between people – however slight this may be – so it is to be expected that the evaluation established by the IEIG will be “positive” in almost all cases. However, this positive evaluation does not necessarily mean that the sense and objectives of the LOTUP have been achieved within the limits of what is technically feasible and socially necessary at that time.

Therefore, in order to fully achieve the objectives set out in the current legislation it would be necessary to establish the main focus on the working method and process. This premise urges the development of processes to incorporate the gender perspective, and, **as a natural outcome**, the IEIG Gender Impact Assessment Report would be positive.

However, the **IEIG is compulsory in the Valencian Community**, as has already been explained, and is an additional incentive for the incorporation of this perspective.

As a standard IEIG, for any field, this document is standardised by RD1083/2009, of July 3, which regulates the report of the regulatory impact analysis, and this Royal Decree refers us to a Methodological Guide that includes, among other documents, a gender impact analysis for any regulatory field. According to these Methodological Guidelines⁶¹, a generic gender impact analysis report for any binding regulation has a simple and clear structure that addresses sections that will be detailed below.

The **documentary preparation of the IEIG for any planning instrument in accordance with the LOTUP** follows the provisions of the Methodological Guidelines in terms of structure and is related to the contents explained in part 2 of these Guidelines. This adaptation is graphically summarised in a table at the end of this section. In this table, by **way of a suggestion or recommendation**, a generic framework for gender impact assessment reports is associated with the indicators and guiding questions for gender mainstreaming previously raised in Part 2 of these Guidelines, recommending that the **IEIG develop the following sections** with the following contents:

⁶⁰ We should reiterate that although it is called IIG, Gender Impact Report, in the Legislation, in these Guidelines we use the term IEIG, Gender Impact Assessment Report, because it is more didactic in its nomenclature, on the one hand, and because it is a denomination quite frequently used in other fields.

⁶¹ Methodological Guidelines for the Preparation of a Regulatory Impact Analysis Report, 2009 <https://www.mineco.gob.es/stfls/mineco/economia/ficheros/guia_metodologica_ain.pdf>.



a) With regard to the **objectives** in terms of equality and inclusion that are to be identified as objectives to be achieved with the deployment of the planning instrument, we recommend those defined in these guidelines in section 2.2, which specify four objectives (to make care visible and to facilitate it, to recognise diversity, to increase people's autonomy and to promote a subjective sense of safety). The table shows that all the proposed indicators and all the guiding questions proposed in Part 2 of this Guide are aimed precisely at achieving these objectives. In other words, the positive verification of all the indicators must necessarily lead to the achievement of these priority objectives. However, as has already been pointed out throughout these Guidelines, these indicators and objectives are a suggested scenario, and each drafting team will establish its own specific objectives and verification indicators appropriate to that purpose and action.

b) With regard to the **gender impact analysis**, it is recommended that for:

b1) The **description of the initial situation**:

- **Quantitative**: it can be reviewed and evaluated by using information obtained through the prior information indicator F01 and assessing the answers to the BEFORE planning column in all indicators evaluated as such (Sustainability and climate change; Gender infrastructures; Territory from inside to outside, there and back; and Maintenance, comfort and urban quality).
- **Qualitative**: it can be prepared and evaluated using information obtained through the prior information indicator F02 and assessing the degree of performance of the actions prior to all the indicators based, fundamentally, on the incorporation of experts and public participation.

b2) The **forecast of results**:

- To assess the direct results of the application of the standard, we recommend that the answers to the guiding questions in the item 'Red Flags' (against structural discrimination) be analysed and that the result of the 'IMPROVES' column in the planning proposed in all the indicators be assessed.
- To assess the impact of the proposed planning figure on gender roles and stereotypes, it is recommended to analyse the answers to the guiding questions of the item 'Red flags' (against structural discrimination) and to assess the result of the 'IMPROVES' column in the proposed planning of the indicator 'Maintenance, comfort and urban quality'.
- In order to assess the contribution of the proposed planning to the development of the identified equal opportunities objectives, it is proposed to proceed in the same way as in point one of this series.

b3) The **gender impact assessment** uses the work already carried out with the lists of previous actions, indicators and guiding questions for each indicator or item. As a guideline, the following assessment model is suggested for considering that the impact is:

- **Negative**, if the answers to the guiding questions of the 'Red Flags' item have been negative in more than 50% of the questions and if the majority of responses in the assessment of all indicators are in the 'REPLICATES before planning situation' column (for example, one could take as a reference that more than 60% are in this column).

- **Neutral**, if the answers to the guiding questions of the 'Red Flags' item have been positive in more than 80% of the questions and if the majority of responses in the assessment of all indicators are in the 'REPLICATES before planning situation' column (for example, one could take as a reference that more than 60% are in this column).
 - **Positive**, if the answers to the guiding questions of the 'Red Flags' item have been positive in more than 80% of the questions and if the majority of responses in the assessment of all indicators are in the 'IMPROVES before planning situation' column (for example, one could take as a reference that more than 60% are in this column).
- c) As for the **specific measures proposed** in the IEIG to:
- Correct or remedy the situations of inequality detected during the analysis phase, it is proposed that the negative answers to the guiding questions of the 'Red Flags' item be analysed and put forward as issues to be explicitly corrected.
 - Reinforce the situations that promote equal opportunities identified during the analysis phase. It is proposed that the positive answers to the guiding questions of the 'Red flags' item be analysed and put forward as issues to be reinforced together with those arising from the positive answers to the guiding questions of the 'Social, economic and political management' item.
- d) Regarding the **recommendations** that should be incorporated to control the **effect produced by the planning instrument itself**, it is suggested that:
- In order to control the effect that the planning instrument itself may have, the contents corresponding to the guiding questions that have a positive answer in the 'Social, economic and political management' item should be explicitly promoted.
 - In order to avoid any possible negative one-off impact detected that the deployment of the planning instrument may have, complementary measures be developed. Such a one-off negative impact can be detected by looking at the negative answers to the guiding questions in the 'Red Flags' item and at the answers in the assessment of all the indicators if they occur in the 'REPLICATES before planning situation' column.
 - In order to guarantee or strengthen the positive gender impact that the deployment of the planning figure could have, complementary measures be proposed to reinforce it. Such a one-off positive impact can be detected by looking at the positive responses to the guiding questions in the 'Red Flags' item and at the responses in the assessment of all the indicators if they occur in the 'IMPROVES before planning situation' column.

Esta descripción se recoge gráficamente en la tabla a continuación, lo cual podría simplificar la redacción y evaluación del IEIG.

IEIG GENDER IMPACT ASSESSMENT REPORT FOR URBAN PLANNING INSTRUMENTS

Based on the 'Methodological Guidelines for the Preparation of a Regulatory Impact Analysis Report' 2009
https://www.mineco.gob.es/stfls/mineco/economia/ficheros/guia_metodologica_ain.pdf

RECOMMENDATIONS AND SUGGESTIONS

IDENTIFICATION OF EQUAL OPPORTUNITIES OBJECTIVES THAT APPLY TO THE URBAN PLANNING INSTRUMENT	LINKED TO ALL INDICATORS AND GUIDING QUESTIONS
OBJECTIVE 1: FACILITATE CARE AND MAKE IT VISIBLE	
OBJECTIVE 2: RECOGNITION OF DIVERSITY	
OBJECTIVE 3: INCREASE PEOPLE'S AUTONOMY	
OBJECTIVE 4: PROMOTE A SUBJECTIVE SENSE OF SAFETY	

FORESEEABLE GENDER IMPACT ASSESSMENT PRODUCED BY THE DEVELOPMENT OF THE URBAN PLANNING	DESCRIPTION OF THE INITIAL SITUATION	TO BE REVIEWED AND EVALUATED
QUANTITATIVE INDICATORS	F01	BEFORE COLUMN IN ALL INDICATORS
QUALITATIVE INDICATORS	F02	PREVIOUS ACTIONS IN ALL INDICATORS

FORECAST RESULTS	TO BE REVIEWED AND ASSESSED>>
DIRECT RESULTS OF THE APPLICATION OF THE STANDARD	IMPROVES COLUMN IN ALL INDICATORS
IMPACT ON GENDER ROLES AND STEREOTYPES	IMPROVES COLUMN IN MAINT., CONF. AND QUALITY INDICATORS
CONTRIBUTION TO THE DEVELOPMENT OF THE IDENTIFIED EQUAL OPPORTUNITY OBJECTIVES	IMPROVES COLUMN IN ALL INDICATORS

IEIG GENDER IMPACT ASSESSMENT REPORT FOR URBAN PLANNING INSTRUMENTS

Based on the 'Methodological Guidelines for the Preparation of a Regulatory Impact Analysis Report' 2009
https://www.mineco.gob.es/stfls/mineco/economia/ficheros/guia_metodologica_ain.pdf

RECOMMENDATIONS AND SUGGESTIONS

GENDER IMPACT ASSESSMENT	TO BE REVIEWED AND EVALUATED>>
NEGATIVE: No elimination or reduction of the inequalities identified and does not contribute to equality policies	NEG. REPLICATES COLUMN IN ALL INDICATORS
NIL: When there are no initial inequalities in relation to equal opportunities, no change is envisaged in this area	POS. REPLICATES COLUMN IN ALL INDICATORS
POSITIVE: When a decrease or elimination of the inequalities identified and it contributes to the objectives of equality policies	POS. IMPROVES COLUMN IN ALL INDICATORS

MEASURES PROPOSED IN THE PLANNING INSTRUMENT	TO BE REVIEWED AND EVALUATED>>
TO CORRECT THE INEQUALITIES IDENTIFIED	NEG. GUIDING QUESTIONS IN INDICATORS OF RED FLAGS TO BE CORRECTED
TO STRENGTHEN EQUAL OPPORTUNITIES	POS. PREGUNTAS GUÍA EN INDICADORES DE GESTIÓN S/E/P TO BE REINFORCED

RECOMMENDATIONS CONCERNING PLANNING URBAN	TO BE REVIEWED AND EVALUATED>>
ON THE APPLICATION OF THE PLANNING INSTRUMENT	POS. GUIDING QUESTIONS IN S/E/P MANAGEMENT INDICATORS TO BE REINFORCED
FOR THE DEVELOPMENT OF COMPLEMENTARY MEASURES TO AVOID THE NEGATIVE IMPACT (OF THE PLANNING INSTRUMENT)	NEG. REPLICATES COLUMN IN ALL INDICATORS
TO ENSURE OR STRENGTHEN POSITIVE GENDER IMPACT (OF THE PLANNING INSTRUMENT)	POS. IMPROVES COLUMN IN ALL INDICATORS



PART 4. ABOUT THE PROCESS

4.1 Recommendations and Suggestions for Effective Gender Mainstreaming in Planning

Continuous process

In this text, gender mainstreaming in the built environment has been defined as an ongoing process that is always in progress and, in a sense, never ends. We have already made it clear that this is not a superficial addition of specific elements, nor is it something that can be applied randomly or not, but rather it proposes an inclusive gaze and a different standpoint whereby actions on the built environment endeavour to rebalance the inequalities that may exist between people due to gender roles.

Therefore, this perspective can and should be incorporated in all phases of the project and in all phases of the development of the action. This continuity does not prevent it from being incorporated at any given time and/or in any given phase, although in this case the scope of this incorporation may have less impact than in a case where such incorporation is continuous, constant and insistent.

As for the temporal continuum, the incorporation of variables – the gender perspective – begins **BEFORE** the elaboration of the documentation gets under way. Here what is fundamental is the organisation of the drafting team which should be balanced and expert in the most important topics, including the gender perspective. Prior questions regarding the objectives to be achieved and the available data should also be defined before work begins.

DURING the process of drafting the planning instrument, it is important to carry out a detailed check of the issues mentioned in these guidelines and of the definition of indicators and sub-indicators that incorporate a gender perspective so that results can be monitored and evaluated. One of the first actions that should be carried out by the drafting team, together with any collaborating experts, should be to define the indicators that will be used to evaluate the result of the urban planning action that is being drafted. Of course, the use of inclusive language in all documents is indispensable.

And **AFTER** the drafting of the document, it is proposed that the use and maintenance of the projected and constructed spaces be monitored, and that this monitoring be included in the Plan monitoring reports provided for in Art. 56 of the LOTUP and 14 of the Environmental Assessment Law. In addition, we must insist that **subsequent tendering, contracting and bidding** processes should also incorporate a gender perspective.

Finally, the incorporation of this perspective should be promoted in the most efficient way possible at all times and **its incorporation should be rewarded**, in such a way that those entities, bodies or institutions that promote actions that make the greatest efforts to incorporate this perspective are given **priority, for example, when it comes to new tenders or new public subsidies/financing.**



One of the first actions that should be taken by the drafting team together with any collaborating experts, should be to define the indicators that will be used to evaluate the result of the urban planning action that is being drafted 123



4.2 Working process over time and checklist



The most effective way to incorporate a gender perspective is to establish an iterative working process that incorporates as many different voices, data and expectations as possible

As has been indicated on different occasions throughout these Guidelines, the most effective way to incorporate a gender perspective is to establish an iterative work process that incorporates as diverse a range of voices, data and expectations as possible. This is important, not only because it is specified in several sections of the LOTUP, but also because it is the best way to collect and incorporate the knowledge of the people who live in any given place; knowledge that is not easily replaced by expert knowledge alone.

Given this situation or expectation, it is advisable to schedule a process over **TIME**, understanding that the actions to be carried out must take place in a coordinated manner. To this end, we have drawn up a timeline in the form of a checklist to help you to monitor the route taken.

It is important to highlight the need for an appropriate bibliography and, if possible, references of good practices. Having people on the team who are knowledgeable about this subject is especially helpful.

As is taking care of everything that happens once the planning instrument is under way, particularly with regard to tenders and bids, in which we must also insist and ensure that the gender perspective is incorporated.

Finally, it is suggested that bodies with powers in this field could award some kind of seal or rating to those groups or institutions that strive to incorporate the gender perspective effectively and ambitiously.

All this would lead to a higher degree of urban quality.

A checklist is attached below to help situate the actions in time. As in the tables in the previous sections, the use of these tables is a suggestion of the Guidelines, and the list of indicators, the depth and use thereof will have to be adjusted to the size of the population and the planning instrument.





TIMELINE: BEFORE DRAFTING OF THE PLANNING INSTRUMENT

RECOMMENDATIONS AND SUGGESTIONS

BEFORE		LOTUP	
Composition of the drafting team	Is the drafting team balanced?	Annex. XII 10.3	<input type="checkbox"/>
	Have the equality agents of the institutions and entities involved in the field of action been contacted?		<input type="checkbox"/>
	Has the drafting team established collaboration with an expert in gender perspective in urban planning?		<input type="checkbox"/>
Inclusive language	Is the language inclusive?	Art. 13 2 e)	<input type="checkbox"/>
	Have databases disaggregated by sex and age groups been accessed?		<input type="checkbox"/>
Participatory processes	Has a public participation plan been drawn up?	Art. 53.1	<input type="checkbox"/>
	Has a citizen participation plan been drawn up?		<input type="checkbox"/>
	Are data available from participatory processes, specialised by groups, etc.?		<input type="checkbox"/>
Prioritisation criteria	Have prior prioritisation criteria been established for the actions?		<input type="checkbox"/>
	Has provision been made for a list of equality objectives to be achieved?		<input type="checkbox"/>
Datos sobre violencia	Are the rates of gender-based violence known?		<input type="checkbox"/>



TIMELINE: DURING THE DRAFTING OF THE PLANNING INSTRUMENT

RECOMMENDATIONS AND SUGGESTIONS

DURING		LOTUP	
Consultancy	Have you contacted the teams that are going to draw up the reports and sectoral annexes to coordinate content?		<input type="checkbox"/>
Content Review	Have you reviewed all the items contained in these Guidelines?		<input type="checkbox"/>
	Have new items been added to those suggested in these Guidelines?		<input type="checkbox"/>
	Has a public participation plan been implemented?	Art. 53.1	<input type="checkbox"/>
	Has a citizen participation plan been deployed?	Annex XII 2.5	<input type="checkbox"/>
	Have standard profiles been defined in the field of action?		<input type="checkbox"/>
	Have red flags against structural discrimination been detected?		<input type="checkbox"/>
	Have specific action strategies been decided upon to avoid the problems detected?		<input type="checkbox"/>
Document Preparation	Have these Guidelines' recommendations on documents been reviewed?		<input type="checkbox"/>
	Has the drafting team together with the expert collaborators established the indicators that will evaluate the result of the urban planning action being drafted?		<input type="checkbox"/>
	Have the reports been drafted considering disaggregated data and inputs from participatory processes?	Annex. XII 1.1	<input type="checkbox"/>
	Is the outcome of participatory processes reflected in the appropriate documents?	Annex. XII 2.5	<input type="checkbox"/>
	Has the network of common spaces been clearly defined in the appropriate documents?	Annex. XII 5.3	<input type="checkbox"/>
	Has the urban quality criterion been reflected in the documentation based on the incorporation of the gender perspective?	Annex. XII 6.1	<input type="checkbox"/>
	Have the by-laws been drawn up in such a way as to incorporate a gender perspective?		<input type="checkbox"/>
	Has the process that has resulted in effective gender mainstreaming been documented?		<input type="checkbox"/>
	Has the IEIG been drawn up in such a way as to establish a reliable criterion for a consistent assessment of the performance?		<input type="checkbox"/>



TIMELINE: AFTER THE DRAFTING OF THE PLANNING INSTRUMENT
RECOMMENDATIONS AND SUGGESTIONS

AFTER	Are gender conditions well reflected in the terms and conditions of the of the calls for tenders for the drafting of projects?	<input type="checkbox"/>
	Has the GVA database of good examples been accessed to study references or propose new references?	<input type="checkbox"/>
	Is parity properly reflected in the terms and conditions of calls for tenders for essential services and not only in the bonus in the clause on equality between women and men?	<input type="checkbox"/>
	Is parity well reflected in the bidding specifications for work contracts for essential conditions and not only for the gender clause bonus?	<input type="checkbox"/>
	Has a plan to monitor the actual effectiveness of gender mainstreaming been put in place?	<input type="checkbox"/>
	Are participatory processes organised to evaluate the outcome of the planning?	<input type="checkbox"/>
	Are pilot projects being developed to allow informed decisions to be taken in the near future?	<input type="checkbox"/>
	Have points been obtained to access the GVA seal of recognition, which rewards those who achieve a higher level of gender mainstreaming by favouring access to grants/financing?	<input type="checkbox"/>

GUIDELINES FOR
GENDER PERSPECTIVE
MAINSTREAMING IN URBAN
PLANNING ACTIONS IN THE
VALENCIAN COMMUNITYA

Part 5



BIBLIOGRAPHY



BIBLIOGRAPHY

- Alexander, Christopher, *'A City Is Not a Tree'*, 1972
- Alvarez Isidro, Eva M., and Carlos J. Gómez Alfonso, *PLAN GENERAL ESTRUCTURAL CASTELLÓ. MEMORIA E INFORME DE EVALUACIÓN DE IMPACTO DE GÉNERO* (Castelló, 2017) <https://s3-eu-west-1.amazonaws.com/urbanismo/PGEAbr2019/2_6_INFORME_GÉNERO.pdf>
- Álvarez Isidro, Eva M., and Carlos J. Gómez Alfonso, *'La incorporación de la perspectiva de género en el Plan General Estructural de Castelló: objetivos, método, acciones y hallazgos'*, *Hábitat y Sociedad*, 2018, 201–19
- Bofill Levi, Anna, *Guia per Al Planejament Urbanístic i l'ordenació Urbanística Amb La Incorporació de Criteris de Gènere*, ed. by Institut Català de les Dones Generalitat de Catalunya (Barcelona, 2008) <http://dones.gencat.cat/web/content/03_ambits/docs/publicacions_eines11.pdf> [accessed 13 November 2017]
- Bristol *Legible City*. (Bristol: Bristol City Council, 2001) <http://www.cityid.com/assets/publications/bristol_from_here_to_there_city_id.pdf>
- Brundtland, Gro Harlem., and World Commission on Environment and Development., *'Report of the World Commission on Environment and Development : "Our Common Future."* ([New York]: [United Nations], 1987) <<http://books.google.com/books?id=QQUmAQAA-MAAJ>>
- Ciocoletto, Adriana, and Col·lectiu Punt 6, *Espacios para la vida cotidiana : auditoria de calidad urbana con perspectiva de género* (Barcelona: Comanegra, 2014)
- Col·lectiu Punt 6, *'Entorns Habitables. Auditoria de Seguretat Urbana Amb Perspectiva de Gènere a l'habitatge i l'entorn by Col·lectiuPunt6-Issuu'*, 2017 <https://issuu.com/punt6/docs/entorns_habitables_cat_final> [accessed 13 November 2017]
- Conselleria de Política Territorial, Obras Públicas y Movilidad de la GVA, *La Nueva Ciudad En La Nueva Normalidad* (YouTube Wolters Kluwer España, 2020) <https://www.youtube.com/watch?v=2-eWquvwnfA&feature=emb_logo>
- Crenshaw, Kimberle, *'Mapping the Margins: Intersectionality, Identity Politics, and Violence against Women of Color'*, *Stanford Law Review*, 43 (1991), 1241–99 <<https://www.jstor.org/stable/1229039?seq=1>>
- Damyanovic, Doris, *Gender Mainstreaming in Urban Planning and Urban Development*, 2013 <<https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008358.pdf>> [accessed 11 November 2017]
- Durán, María Ángeles, *La riqueza invisible del cuidado* (Valencia: Universitat de València, 2018)
- Freeman, Jo, 2018_SCHOOL LAB_UPV. (31.1.2018). *JO FREEMAN. THE FEMINIST SCHOLAR*. (UPV [media], 2018) <<https://media.upv.es/#/portal/video/589773f0-07f6-11e8-8598-1bd5a4a266de>>
- , *'Institutional Discrimination'*, 1970 <http://www.jofreeman.com/womensociety/institutional_discrim.htm> [accessed 6 November 2017]
- Generalitat Valenciana, *'SET Para Introducir La Perspectiva de Género En El Proceso Urbano'*, 2016 <http://www.habitatge.gva.es/documents/20558636/0/SET_cas_link.pdf> [accessed 3 December 2017]
- Gregori Ferrer, José Vicente, *PLAN ESPECIAL DE DIRECTRICES DE CALIDAD URBANA DE VALENCIA* (Valencia (Spain): Ajuntament de València, 2018) <http://www.valencia.es/revisionplan/sites/default/files/docs/ped_web.pdf>
- Guía Metodológica Para La Elaboración de La Memoria de Análisis de Impacto Normativo*, 2009 <https://www.mineco.gob.es/stfls/mineco/economia/ficheros/guia_metodologica_ain.pdf>



- Hayden, Dolores., *The Power of Place : Urban Landscapes as Public History* (Cambridge, Mass.: MIT Press, 1995)
- Hayden, Dolores, 'What Would a Non-Sexist City Be like? Speculations on Housing, Urban Design, and Human Work.', *Signs.*, 5 (1980), 170-87
- 'Instituto de La Mujer y Para La Igualdad de Oportunidades-Mujeres En Cifras-Empleo y Prestaciones Sociales-Contratación' <https://www.inmujer.gob.es/MujerCifras/Empleo-Prestaciones/Contratacion.htm?fbclid=IwAR1GDgv_B6xqAyieevOFZInBtL1-vf8tPEDLn-hpQfhPAp17mkxCNnIG2y88> [accessed 29 November 2020]
- Jaque, Andrés, Margarita Trlin, Carlos Gómez, and Eva Alvarez, '2020_SCHOOL LAB (2)_UPV. ANDRÉS JAQUE. ESPACIOS PARA EL APRENDIZAJE, MEDIOAMBIENTE Y SALUD', *Media UPV*, 2020 <<https://media.upv.es/#/portal/video/4442d0f0-3ebe-11eb-82bd-51361a3f1387>> [accessed 1 February 2021]
- Kanarinka, and Lauren F Klein, *Data Feminism*, 2020
- Ley 5/2014, de 25 de Julio, de Ordenación Del Territorio, Urbanismo y Paisaje, de La Comunitat Valenciana, BOE-A-2014-9625 (Madrid, España, 2014) <<https://www.boe.es/eli/es-vc/l/2014/07/25/5/con>> [accessed 22 February 2021]
- 'Ley Orgánica 3/2007, de 22 de Marzo, Para La Igualdad Efectiva de Mujeres y Hombres', *Agencia Estatal Boletín Oficial Del Estado*, 2007 <<https://www.boe.es/buscar/act.php?id=BOE-A-2007-6115>>
- López Ruiz, Vicky, and Javier Padilla Bernáldez, *Salubrismo o barbarie: un mapa entre la salud y sus determinantes sociales*, 2017
- Manifiesto de Los Alcaldes y Alcaldesas de La Asociación Internacional de Ciudades Educadoras*, 2017 <<https://blogs.vitoria-gasteiz.org/medios/files/2017/11/Manifiesto-ciudad-educadora.pdf>>
- Manual de análisis urbano : género y vida cotidiana = Hiri analisirako manuala : Genora eta eguneroko bizitza*. (Vitoria-Gasteiz: Servicio Central de Publicaciones del Gobierno Vasco, 2010)
- Manual Para La Incorporación de La Perspectiva de Género En La Programación Común a Escala Nacional*, 2018
- Marques Ferracini, Maria Carolina, United Nations Development Programme., and Somalia Country Office, *Gender Mainstreaming Made Easy. Volume II, Volume II*, 2013
- Montaño, Sonia, María Cristina. Benavente R., Natalia. Gherardi, United Nations., and Economic Commission for Latin America and the Caribbean., *Observatorio de igualdad de género de América Latina y el Caribe (OIG) : informe anual 2013-2014 : el enfrentamiento de la violencia contra las mujeres en América Latina y el Caribe* (Santiago de Chile: Comisión Económica para América Latina y el Caribe, 2014)
- 'Mujeres y Hombres En España', *Instituto Nacional de Estadística*, 2020 <https://www.ine.es/ss/Satellite?L=es_ES&c=INEPublicacion_C&cid=1259924822888&tp=1254735110672&tpagename=ProductosYServicios%2FPYSLayout¶m1=PYSDetalleGratis>
- Muxí Martínez, Zaida, Roser Casanovas, Adriana Ciocchetto, and Blanca Gutiérrez, '¿Qué Aporta La Perspectiva de Género Al Urbanismo?', *Feminismo/S*, 2011, 105-29
- Muxí, Zaida., *Recomanacions per a un habitatge no jeràrquic ni androcèntric* (Barcelona: Institut Català de les Dones Generalitat de Catalunya, Secretaria d'Habitatge, 2009)
- ORDEN de 17 de Mayo de 2019 de Las Normas Técnicas Para La Integración de La Dimensión de Género En La Ordenación Territorial y Urbanística de Extremadura* (Junta de Extremadura, 2019) <<http://doe.gobex.es/pdfs/doe/2019/960o/19050329.pdf>>
- Organización Mundial de la Salud, Banco Mundial, 'Informe Discapacidad 2011 Naciones Unidas', *Informe Mundial Sobre La Discapacidad*, 2011, 388 <<https://doi.org/ISBN 978 92 4 068823 0>>



- De Pauw, Geert, and Joaquín de Santos, 'Beyond England: Origins and Evolution of the Community Land Trust Movement in Europe', in *On Common Ground. Intersectional Perspectives on the Community Land Trust*, 2020, pp. 143-64
- Remón Royo, Rosa, 'Barrio de La Aguja. Fundado En Los Años 30. Valencia', *Arquitecturayempresa*, 2016 <<https://www.arquitecturayempresa.es/noticia/barrio-de-la-agujafundado-en-los-anos-30-valencia>>
- Roberts, Marion, and Adam Eldridge, 'Planning the Night-Time City'. (Routledge, 2012) <<http://www.myilibrary.com?id=415759>>
- Román, Marta., and Isabela. Velázquez, *Guía de urbanismo con perspectiva de género* ([Murcia: Instituto de la Mujer de la Región de Murcia, 2008)
- Rueda, Salvador, Carmen Cormenzana, and et altres, *PLAN DE INDICADORES DE SOSTENIBILIDAD URBANA DE VITORIA-GASTEIZ*, 2010 <<https://www.vitoria-gasteiz.org/docs/wb021/contenidosEstaticos/adjuntos/es/89/14/38914.pdf>>
- Sánchez de Madariaga, Inés., *Urbanismo con perspectiva de género* ([Sevilla: Instituto Andaluz de la Mujer, 2007)
- Sánchez de Madariaga, Inés, 'Infraestructuras Para La Vida Cotidiana y Calidad de Vida', *Ciudades* 8, 2004 <<https://doi.org/10.24197/ciudades.08.2004.101-133>>
- Sánchez de Madariaga, Inés, and Michael Neuman, *Engendering Cities : Designing Sustainable Urban Spaces for All*, 2020
- Sánchez de Madariaga, Inés, and Inés Novella-Abril, 'Género y Urbanismo En España: Experiencias y Persectivas', *Ciudad y Territorio. Estudios Territoriales. Urbanismo y Género*, 2020 <<https://doi.org/https://doi.org/10.37230/CyTET.2020.203.01>>
- Sanz Pozo, Anabel, and Idoia Ehizmendi, *Mapa de La Ciudad Prohibida Para Las Mujeres. Una Experiencia de Participación Con Las Mujeres Jóvenes*. (Basauri, 2002) <https://www.diba.cat/c/document_library/get_file?uuid=bf40de55-40fd-4ad3-9ecd-97895a7a-801b&groupId=7294824>
- Simó Noguera, Carles, and Capitolina Díaz Martínez, 'Brecha salarial y brecha de cuidados', 2016
- Terraza, Horacio., Vanessa Lopes Janik, Anna Kalashyan, Carina Lakovits, Maria Beatriz Orlando, and Horacio Terraza, *Handbook for Gender-Inclusive Urban Planning and Design* (Washington, D.C.: The World Bank, 2020)
- Terraza, Horacio, and M. Beatriz Orlando, *Handbook for Gender-Inclusive Urban Planning Design*, 2020 <<https://openknowledge.worldbank.org/handle/10986/33197>>
- 'United Nations World Population Prospects 2019', 2019 <<https://population.un.org/wpp/Download/Standard/Population/>>
- Velasco Gisbert, M. Luisa, Cintia Bartolomé Esteban, and Anabel Suso Araico, *Género y Cambio Climático. Un Diagnóstico de Situación*, 2020 <https://www.inmujer.gob.es/disenovovedades/Informe_GeneroyCambioClimatico2020.pdf>
- Venturi, Robert, *Complejidad y Contradicción En La Arquitectura* (Barcelona: Gustavo Gili, 1999)
- Vives Urbieta, Miren, and Patxi Galarraga Aiestarán, *Integración de La Perspectiva de Género En La Revisión Del PGOU de Basauri. Memoria Justificativa Del Proceso de Formación y Participación*, 2018 <http://www.basauri.net/sites/www.basauri.net/files/memoria_justificativa_proceso_-_perspgenero_pgou_basauri_0.pdf>
- 'Whereabouts London', *Greater London Authority* <<http://whereaboutslondon.org/#/>>



GENERALITAT
VALENCIANA