

# Chapter 12

## Vienna: Progress Towards a Fair Shared City

Elisabeth Irschik and Eva Kail

### Background to Vienna

In both 2009 and 2010, the annual international survey, the Mercer Study, rated Vienna as the city with the 'highest quality of living in the world'. The chapter which follows sets out some of the underlying factors which, we contend, have contributed to this highly favourable judgement of the city's liveability. It is difficult to assess the specific effects of the outcome of 20 years of gender-sensitive planning initiatives, but without doubt the sharpened social awareness of the technical department within the city's administration has had some influence.

Vienna is characterized by a large number of densely built-up areas, mainly dominated by a building stock dating from the late nineteenth century. In some districts, the density of development ranks amongst the highest in Europe. This historically compact cityscape with its many narrow streets that provide little room for manoeuvre has, by contrast, a large proportion of green space, more than 50 per cent of the total urban area, primarily located in Vienna's outer districts. In combination with a well-developed public transport network, the dense development provides favourable conditions for mobility outside of private vehicular transport. In Vienna, in 2011, 71 per cent of all trips were undertaken by environmentally friendly means of transport with only 29 per cent are made by car and 37 per cent by public transport. Crime rates are rather low and the subjective feeling of safety is high for a city of its size.

In 2011 Vienna had a population of 1.7 million. After years of stagnation, the city's population was growing more strongly than the forecasts had predicted. As a consequence, Vienna's urban development is dynamic. The City of Vienna has a long tradition of social housing and 220,000 of over the 900,000 flats in Vienna are owned by the city. The contemporary housing market is relatively relaxed due to public subsidies. Eighty per cent of all flats in new developments are subsidized, which is equivalent to about 5,000 flats per year in absolute figures. The city's historic districts have gradually been renovated in the course of Vienna's schemes for urban renewal and is characterized by a 'soft' district development based on the existing building stock. The rents are therefore relatively stable for a metropolitan region, despite year-on-year rise, and in an international context are still modest. All these factors helped to create a favourable framework for gender planning.

relaxed housing market

80%

## Twenty Years of Gender-sensitive Planning

The City of Vienna first addressed the gender-specific aspects of urban planning in 1991 in the context of an exhibition, 'Who owns public space? – women's daily life in the city', which was initiated by Eva Kail and Jutta Kleedorfer, two young female planners working in the planning department. The Women's Office was established in 1992 and was initially tasked to address gender-specific planning issues. Eva Kail became its first head. In 1998, a specialist planning unit was set up within the directorate of technical services in the City, the 'Co-ordination Office for Planning and Construction Geared to the Requirements of Daily Life and the Specific Needs of Women' (this will be referred to in its short form, the Co-ordination Office hereafter) headed by Eva Kail. Eva was assisted by two co-workers, Claudia Prinz-Brandenburg, after 1999, a landscape planner and after 2004, Elisabeth Irschik, a planner. The Co-ordination Office had its own small budget as an entity within the Executive Group for Construction and Technology.

The Co-ordination Office provided the institutional platform to develop and introduce gender-sensitive planning within the municipality. As a strategic entity, the Executive Group for Construction and Technology coordinates and controls 20 technical units within the municipal administration. In 2010, the Executive Group's new director, the first woman to hold the post, relocated the gender experts from the Co-ordination Office to the groups for Urban Planning, Public Works and Building Construction, so as to become more involved in the City of Vienna's essential decision-making processes. These groups are all endowed with direction-making authority.

The main focus of the Co-ordination Office was to improve the conditions for 'reproduction' in its broader sense, since this was traditionally given less priority than other functional issues and to emphasize the specific interests of girls and women with regard to leisure and sport interests and their specific mobility patterns. Because Vienna has pursued this course for 20 years, continuously offering institutional support and producing a broad field of practical implementation, the city provides a role model for gender planning in Europe.

## Housing

The first sphere of activity, besides safety in public spaces, lay in the housing question. Three Model Projects have been realized to date.

### *Frauen-Werk-Stadt I*

The Frauen-Werk-Stadt I (in the following FWS I) housing scheme at Donaufelder Strasse 95-97 in Vienna's 21st municipal district was planned and built from 1992 to 1997 as part of Vienna's urban expansion process. During that period, many master planning competitions were organized, with six to eight architects invited to take

part as a basis for the necessary zoning plans. Prior to the competition for FWS I, no female architects had been invited to submit proposals for competition. The model project therefore served as an important beacon, since it effectively focused on aspects of gender-specific design and contributed to the promotion of female architects. Following similar German and Swiss model projects, the aim was to demonstrate that this model would also work in a Viennese context. The competition jury was headed by Kerstin Dörhofer, the pioneer of gender planning in Germany. Eight female architects were invited to participate. The architect Franziska Ullmann won the master plan for the scheme and was tasked together with the participants Gisela Podreka, Elsa Prochazka and Liselotte Peretti with the design of the buildings. The development was handed over to the tenants in 1997/98. With 357 flats, it remains the largest residential development in Europe built with regard to this focus. The responsibility for a competition of a housing project of this size for the first time was rather a challenge. The Women's Office oversaw the whole planning, design and construction process and was rather successful in protecting the important aspects of quality. There was also a snowball effect, for once Eva Kail had convinced the councillor of the need for a women-only competition, he ensured that one or two female architects were invited to submit to the mainstream competitions that followed.



**Figure 12.1** Frauen-Werk-Stadt I

### *Frauen-Werk-Stadt II*

Assisted and community-based living in old age is an important topic, of particular relevance to women, since the proportion of women in the population increases significantly with old age and care services for older relatives are mostly provided by women, both professionally and within the family. For this reason and because of the success of FSW I, the Co-ordination Office initiated a follow-up project, launching a specific developers' competition for the 'Frauen-Werk-Stadt II – Living in Old Age' (Troststrasse 73-75 in the 10th district) in February 2000. The Co-ordination Office subjected the six competition entries to a preliminary screening. Kerstin Dörhofer headed the jury again. An architects' team consisting of Christine Zwingl and the office Ifsits-Gahnal-Larch was tasked with the planning of the project. The housing development with 140 flats was handed over to the tenants in 2004.

*ro\*sa*

In 2003, Sabine Pollak, Professor of Architecture, took a decisive step further. She assembled a group of interested women; they discussed their wishes and looked



**Figure 12.2 Frauen-Werk-Stadt II**

for a suitable site and a cooperative developer. These future users participated in the design of the Frauenwohnprojekt [ro\*sa] Donaustadt – housing development and jointly defined the major contents of the project, such as cross-generational and integrative housing, the type and location of the communal facilities, the organization of the flats and the mix of different types. Together with her partner

Roland Köb, Sabine Pollak translated these demands into a scheme with high formal standards of design. The project, consisting of 41 housing units, was handed over to the tenants in 2009. Older women, some of whom were engaged in the women's movement, young single mothers and two couples continue to organize a rather vibrant communal 'house life'.

### *Common Aspects*

Each model project has had its own thematic priorities. Nevertheless, they have certain features in common:

### *Flats for Every Phase of Life*

Flats should be adaptable to different family arrangements and phases in life course. This can be achieved through rooms that permit a variety of uses and can be divided or combined. The family work room/kitchen should enable visual contact with play areas inside and outside the flat. Elsa Prochazka developed an ideal typical layout in FWS I in this regard. In FWS II the combination of different types of flats was important for intergenerational living and in ro\*sa the main focus was on a great variety of compact and therefore cheap layouts.



**Figure 12.3** Flat layout Elsa Prochazka, 85 m<sup>2</sup> with kitchen oriel, FWS I

*Secondary Rooms as Primary Issues*

The location and equipment of utility rooms have influence on everyday life. The communal facilities in the model projects exceed average standards by far. Laundry rooms are situated on the roofs, combined with terraces. Other times they make outstanding elements on the ground floor with visual connection to children's playrooms. For example, a pram storage room is offered at every floor in the flats Franziska Ullmann designed in FWS I and Christine Zwingel arranged bike storage rooms with especially demarcated space for kids' bikes and other vehicles at FWS II. In all three projects, the underground car parks have been planned thoughtfully, providing natural lightning and avoiding spaces that could provoke fear.



**Figure 12.4 Laundry FWS I**

*Supporting Social Space*

The number of flats that are accessible from one staircase is critical for safety and social relations in the neighbourhood. This, however, is a considerable factor with regard to the cost of the scheme. The average number for FWS I is 16 and 22 for FWS II, which is remarkably low for Vienna. The staircases and entrances have been designed as friendly, clearly structured areas with natural lightning. In particular the broad corridors of *ros\*a* with their large windows and window seats offer a high quality of amenity. FWS II provides a teens' room beneath the children's playroom, both featuring toilets. The communication rooms nearby the access corridors in FWS II are not so attractive, however. Although they have



Figure 12.5 Underground car park FWS II

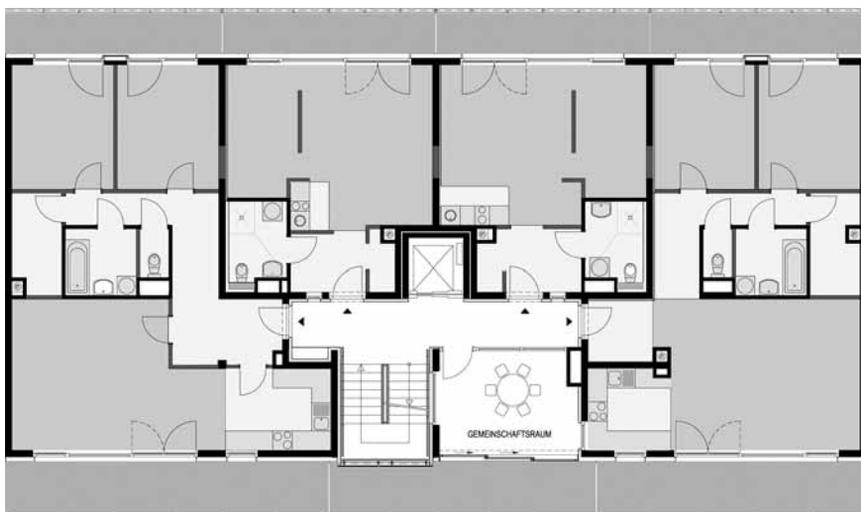


Figure 12.6 Floor layout with common room Christine Zwingl, FWS II



**Figure 12.7** Kindergarten FWS I



**Figure 12.8** Assisted Living FWS II

balconies, these had to be separated from the corridors for reasons of fire risk, in accordance with the building regulations.

### *Quality of Open Spaces*

The burden of care placed on parents is eased if their children can play safely outdoors without car traffic. For FWS I the variety of open spaces and the high probability of their being used was a key factor in the jury's decision to award the plan to Franziska Ullmann. Over the years, the tenants' board has improved the equipment in the children's playgrounds. Through the initiative of one of the father's and the support of the Co-ordination Office it was possible to install a publicly maintained 'chill area' especially for youngsters at the edge of the area. The other two projects offer less open space but common roof terraces offer some compensation. Private gardens were minimized (ro\*sa) or not offered (FWS II) in favour of communal space and facilities.



**Figure 12.9** Playground in front of the indoor playroom with visual connection to the common washhouse



**Figure 12.10** ‘Chill’ area for youngsters FWS I



**Figure 12.11** Green area of the main axis, sitting steps in front of the common rooms FWS I

### *Good infrastructure*

The location of all three projects had been considered carefully. A tram stop is immediately adjacent to the main entrance of FWS I and in the other two projects either a tram stop (FWS II) or the underground (ro\*sa) are within a three-minute walking distance. FWS I has a kindergarten, a doctor's practice and a pharmacy and a huge supermarket immediately nearby and schools are not far away. This means short distances for work associated with the house and family and children can travel by themselves at an early age. With the opportunity to take advantage of professional assistance and care offered by a nearby old people's home FWS II provides ideal conditions for living in a multi-generational building. In addition, FWS II offers excellent shopping and supply facilities in the vicinity, for ro\*sa the shopping situation is a little less favourable.

### *High densities*

Vienna is characterized by a policy for high densities also in areas designated for new urban development. This economic framework had to be accepted for FWS I and II. Franziska Ullmann demonstrated her skill in tackling a floor area to site ratio (FAR) of 1.9. to create attractive public and semi-public spaces. The zoning plan already existed for FWS II, setting out the same dense block structure as the surroundings. It was remarkable that the winning developer managed to reduce the height at the south of the block and interrupted the building line to improve lighting and ventilation into the block. Nevertheless the floor area ratio is 3.3.

### *Systematic Quality Assurance*

In 1995, the City of Vienna introduced a quality assessment for housing subsidies. Because Vienna as Austria's capital is also a federal province, the municipality can make autonomous decisions about the use of housing subsidies. New procedures for awarding subsidies were established and were also opened up to commercial developers. Developers' competitions were introduced for the larger subsidized housing projects. Eva Kail was appointed to the jury for the awards, which was made permanent. Smaller projects on single plots of land were submitted to a so-called 'property advisory board', with gender experts participating in an internal preliminary assessment of the projects.

Hence, in Vienna all housing projects submitted for public funding are evaluated for their consideration of the requirements of daily life and of different living situations. To make the assessment more transparent for developers and architects, the Co-ordination Office developed a list of criteria, based on the experience gained from the model projects. Since 1997 over 1,000 housing projects consisting of 88,000 flats in total have been assessed. These criteria play a decisive role in the allocation of housing subsidies, because projects can be rejected by the property advisory

council for non-compliance, which has happened rather often. Numerous architects and developers seek the advice of gender experts during the design process.

Consumer surveys conducted by housing societies confirmed these planning and design criteria. Since women usually have a great influence on the choice of dwelling within their families, the decision in favour of greater everyday user friendliness on the part of housing developers also enhances the marketability of their products. Since 2009, building projects applying for housing subsidies are not only assessed under the three headings of architecture, economy and ecology, but are also evaluated in terms of their social sustainability. This fourth heading incorporates the major criteria developed under by a gender perspective, but it is still necessary to emphasize the criteria relating to housework during the jury deliberations.

The continuous involvement of experts in gender planning has influenced everyday planning practice. The attention given to the design of green space has risen significantly and the involvement of landscape planners is now quite normal, following years of pressure. On the whole, the quality of submitted housing projects has increased significantly. A transition from the model projects towards a wider influence has been achieved. The participation of gender experts in the allocation of quite considerable housing subsidies proved to be a highly effective tool to promote the mainstreaming of women's interests in the field of housing.

### **Gender-sensitive Park Design**

Gender mainstreaming is often of particular importance when many different interests are at stake and where available space and financial resources are limited. As a result of the lack of public open areas in Vienna's densely built-up districts, the spaces that exist were usually dominated by particular groups. In addition, playground facilities were mainly geared to the interests of boys and male adolescents. The fact that girls are interested in different games, sports and activities and therefore have different requirements regarding playground design was rarely considered.

The Co-ordination Office made the interests of girls a central aspect of its activities. The design concept for a park predefines its possible use by different target groups. The aim was to offer girls and boys equal opportunities, make parks equally attractive for them and in doing so to strengthen the presence of girls in public space. As in the sphere of housing, the implementation of gender-sensitive park design into Vienna's municipal life was started by way of pilot projects and is now well underway. It can be regarded as setting an ideal standard for the process of successful mainstreaming.

On behalf of the Women's Office in 1996/1997 a socio-scientific study found that girls are less dominant in their appropriation of space than boys. From the age of ten onwards, girls' presence in parks and public playgrounds decreases significantly, entailing considerable consequences for their self-confidence and body awareness. Paying more attention to girls' interests and their specific patterns of spatial

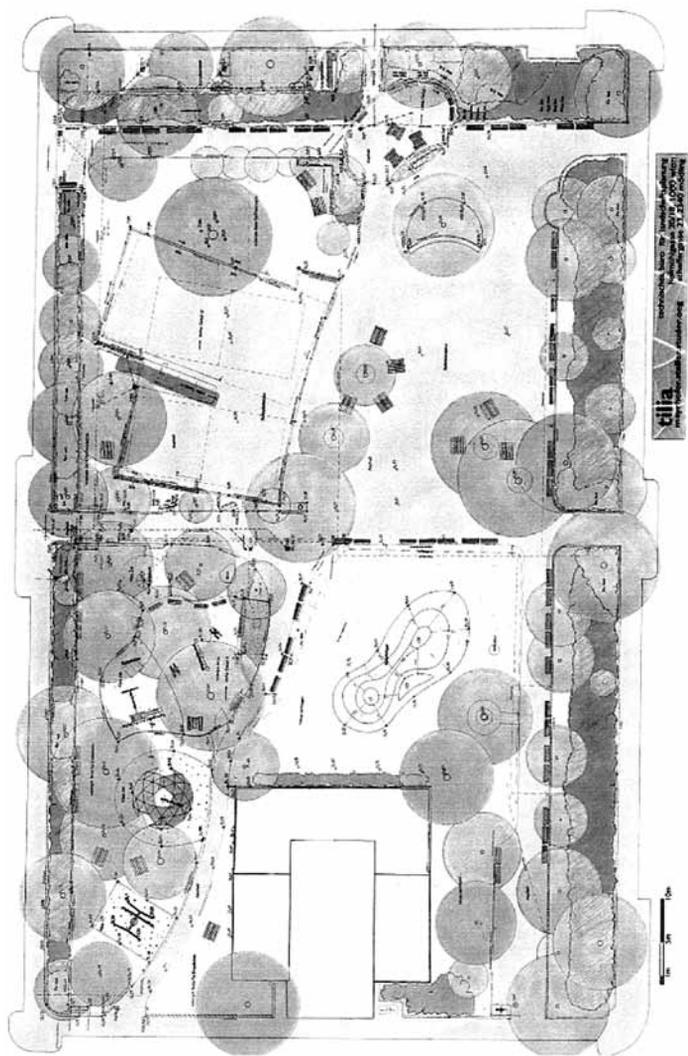


Figure 12.12 Einsiedlerpark office tilia

appropriation in public space strengthens girls' presence and expands their space for movement. The study helped to make politicians aware of the problems encountered by girls in public space. Hence, in line with the top-down strategy applied to this purpose, the scientific analysis was followed by the incorporation of the project 'Gender-Sensitive Parks, Sports Grounds and Playgrounds for Children and Young People in Vienna's Municipal Districts' into the Strategy Plan for Vienna under the lead of the Co-ordination Office.

A first milestone was the organization of a small competition for the redesign of Einsiedlerpark and St Johann Park (now renamed Bruno-Kreisky Park) in 1999. In the preparatory stage, a joint target setting process was organized involving the six landscape planning offices who were invited to the competition together with the relevant local stakeholders. Finding spatial structures which particularly support



**Figure 12.13 Better visibility and new forms of appropriation, Bruno Kreisky Park**

girls, but also women, in their appropriation of space and motivate them to engage in physical activity was central to the task. At that time, this was 'virgin territory' within the field. Eventually, the first prize for the redesign of Einsiedlerpark went to the landscape architects' practice Tilia, and that of St Johann Park to the landscape consultancy Kose Licka.

These two redesign projects were followed by four further pilot projects in different parks in cooperation with the Parks and Gardens Department. Different methods to include girls in participation of the design were tested. To give one

example: a group of eight girls, who were regular and active users of a space beside the Danube Canal, were invited to take part in a planning and construction workshop. On this weekend, the girls formulated three clear basic requirements: they wanted a retreat facility for girls only, an area for play and sports which is not dominated by boys and a 'communication zone' both for internal socialising within the group and for making new contacts with others. The second example: girls' participation in the redesign of a park in Odeongasse which involved several



**Figure 12.14** Participating in a workshop, Donaukanal





**Figure 12.17** New facilities as a result of the participation process,  
Draschepark



**Figure 12.18** New facilities as a result of the participation process,  
Draschepark

A gender-sensitive evaluation was carried out in order to draw out wider conclusions that could be applied more broadly. The evaluation consisted of a landscape design analysis of 14 parks and a detailed user and spatial pattern analysis of five parks including the two pilot projects already developed in Einsiedlerpark and

Bruno-Kreisky Park. On this basis, the Co-ordination Office developed ‘Planning Recommendations for the Gender-Sensitive Design of Public Parks’ in a series of working group meetings held together with representatives of the departments involved, representatives from youth services and the landscape architects for the model projects.

### *Guidelines for Gender-sensitive Park Design*

The most important design aspects of the planning recommendations included safety and visibility as well as the provision of areas designed for activities preferred by girls (for example, skating, volleyball, badminton, calmer activities in protected areas). The ball-game areas were designed in an open, communicative manner and play facilities were provided along the pathways to motivate children passing by a park on a daily basis to join in. It is especially important in parks which are subject



**Figure 12.19 Kick off workshop Gender Mainstreaming  
Pilot District Mariahilf**

to a high pressure of use to divide the larger spaces and ball-game areas into smaller sub-areas to prevent larger areas from being occupied exclusively by the most dominant group. These recommendations marked the successful transition from the pilot phase to actual mainstreaming. Since 2007, these recommendations, together with the general ‘Park Design Guidelines’, constitute the planning basis for all new park design projects in Vienna and have to be adopted by all contractors for the City of Vienna’s Department of Parks and Gardens.

No large-scale parks had been developed in Vienna for a long period of time. Due to the dynamic growth of the population, the development of brown field sites became interesting. The financial restructuring of the national railway company resulted in a considerable reduction to the areas occupied by large railway stations in Vienna. Each master plan for these new development areas contained a new neighborhood park: the consideration of the gender-sensitive planning

recommendations was an explicit assessment criterion for the two international competitions for the design of the 3 ha Rudolf- Bednar Park and for the 8ha Helmuth Zilk park, which lies beneath the new central station.

## **Gender Mainstreaming in the Field of Transport**

The requirements imposed on public space are diverse and depend on the viewpoint of the users, whether as seen from a car, a bike, from public transport or on foot. They also depend on citizens' everyday routines and their social roles. The gap between mobile persons and non- or less mobile persons is widening continually. The mobility requirements for business-related activities are increasing rapidly, and the politicians in the city have to react to this change. Nevertheless, there is a need for quality in other aspects of liveability as well. In particular small children, elderly persons and anybody engaged in socially important care work are firmly rooted in their local neighbourhoods

Statistical surveys have always been of great relevance to transport planning. So it is relatively easy to identify gender- and age-specific differences in transport behaviour. The modal split constitutes a central target indicator, which is highly informative from a gender-sensitive perspective too: 56 per cent of all trips undertaken on foot are made by women, while 58 per cent of all trips by car are made by men (Social Data 2006). In addition to housewives and househusbands, children and elderly people are among those who undertake the most trips on foot.

For a long time pedestrian transport has been the 'blind spot' of transport planning. This has given rise to structural disadvantages and barriers for pedestrian movement, which has to be actively counterbalanced. The first projects implemented by the Co-ordination Office specifically focused on the everyday expertise of pedestrians. For the street redesign project of Donaueschingenstraße (20th district) a participation procedure which was especially directed towards women, children, young people and migrants was commissioned. As a basis for the 'Guidelines for the Retrofitting of Stairs with Pram Ramps', parents and their children equipped with prams tested different stairs and ramps in Vienna to ascertain the limits for the measurements of the ascending slope and maximum length.

During the preparation of the 2003 Transport Master Plan for Vienna, the Co-ordination Office was in charge of the working group 'Public Space and Transport Safety' which ensured a comprehensive consideration of pedestrians' interests and proposed detailed measures to accomplish this aim. Vienna is a city with narrow streets. Hence, the definition of a minimum width of 2m of sidewalks was a central requirement of the master plan and is now the planning standard for all new construction projects. In the evaluation process in 2008 the same working group made the point that pedestrian interests have clearly been strengthened by the master plan, but more emphasis should now be placed on enhancing the amenity value of public space. A priority would also be attached to the development of a

pedestrian network, for the whole of Vienna, as a basis for project planning. The first study was completed in 2011.

Vienna's transport policy is strongly decentralized in the minor road network. Most of the financial responsibility for public space design lies within the remit of the 23 district councils. Therefore it was rather obvious to test gender mainstreaming at this level. In 2001 the 'Gender Mainstreaming Model Districts' project launched district maps, which provided information on the 'network qualities' and 'network deficits' of the pedestrian routes in all of Vienna's municipal districts. This included sufficiently wide pavements, kerb build-outs and traffic light controlled junctions. The 'network deficit' section depicts shortcomings such as pavements that are too narrow, obstructions caused by pavement parking, pedestrian accident hotspots and defective paving. Destinations such as kindergartens, homes for the elderly, parks or public transport stops were identified to provide information about the volume of pedestrian movement that might be expected and about specific requirements. The district maps also aimed to facilitate local politicians to prioritize measures and to help them to understand the contribution such improvements might make to the development of a high-quality pedestrian network. At the time of writing, demand for the maps is still growing.

#### *Fair Shared City – the Gender Mainstreaming Pilot Process in Mariahilf*

In 2002, the district of Mariahilf was selected as Vienna's 'gender mainstreaming pilot district'. Mariahilf is a small but densely built-up district, located west of Vienna's city centre. The district has a large proportion of streets with a cross-section of less than 12 metres. About 25 per cent of all pavements were less than two metres wide and about 50 per cent of all junctions were difficult to cross for pedestrians. Connectivity in the 6th district is also influenced by its topography. The height difference between the highest and the lowest points amounts to 31 metres. Mariahilf features a total of about 50 public stairways and flights of steps, more than 30 of which were not fitted with ramps in 2001.

While Mariahilf is easily accessible by public transport, the interests of pedestrians have largely been neglected in the past few decades. In 2001, the newly elected District Chairwoman of Mariahilf, Renate Kaufmann, set out to improve the conditions for pedestrians in the district. Moreover, Mariahilf is the only district to date which has its own Women's Commission. There was an awareness of the importance of gender mainstreaming issues. During the process that followed a series of thematic walks served to enhance the district councillors' understanding of issues such as subjective feelings of safety, lighting or freedom from barriers in public space.

Seven municipal departments – all of them dealing with public space at the district level – were involved in the process, which was led by the Co-ordination Office. Budget funds from the Urban Planning and Women's Departments were used to commission accompanying studies and the help of external experts was enlisted to provide support to the process.

The special challenge of the pilot process was to systematically add a wider perspective for the members of municipal departments working in the district. Usually, the implementation of new qualities will meet with considerable 'systemic' resistance, but most of those involved were in favour of being open to pedestrians' concerns and motivated to pursue new issues.

At the kick-off event in June 2004, all of the departments involved were asked to select lead projects from their work programmes in the district, in order to identify the requirements of different target groups. Advice was provided in 24 department-specific coaching sessions. Three gender workshops provided an opportunity for an exchange of experiences between the departments, the Co-ordination Office and an Advisory Board. A number of department-specific planning tools and procedures were developed. A checklist for road construction included, for example, not only quality standards for individual transport modes, but also contained 'soft' factors such as the consideration of major destinations in the relevant area or pedestrian desire lines. In the first year each of the seven



**Figure 12.20 Realized measures, Gender Mainstreaming Pilot District Mariahilf**

departments, together with the Co-ordination Office and external consultants, developed suitable methods to apply to the chosen lead projects. In the second year three core departments, Traffic Organization, Road Construction and Public Lighting, extended all the gender-related measures implemented in their lead projects to the whole of Mariahilf.



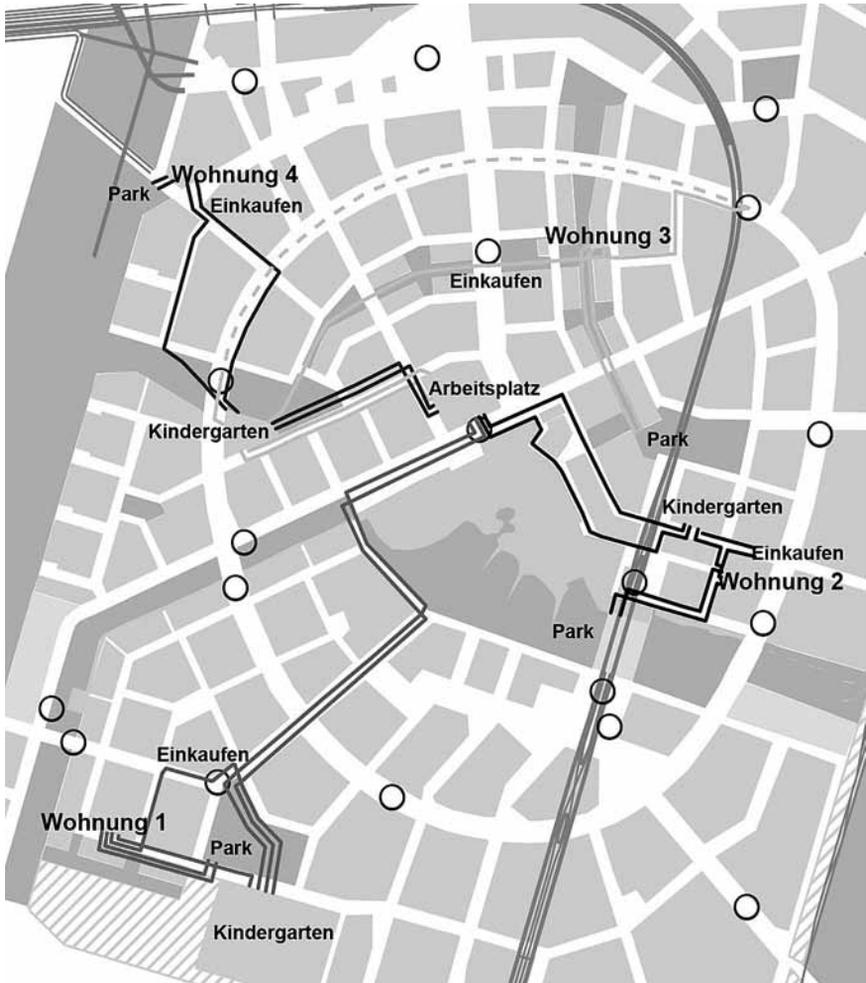
**Figure 12.21 Public lift, Gender Mainstreaming Pilot District Marienhilf**

This policy of small steps achieved remarkable results; numerous measures to improve pedestrian movement were implemented as part of the pilot process and thereafter. The measures overall included the construction of more than 60 improvements to street junctions, the widening of more than 1,000 metres of pavement, the establishment of pedestrian lead times at several junctions, the implementation of barrier-free design in many places throughout the district and the installation of numerous additional seating facilities. Lighting for pedestrians was improved in 26 spots and three squares were redesigned. An emphasis was also placed on small details. Another important issue was quality assurance for pedestrians with regard to temporary measures such as the outdoor areas of restaurants and the outdoor display of goods and building sites.

The project succeeded in raising the importance attached to the needs and requirements of pedestrians and in generating interest for the new gender mainstreaming planning strategy beyond the 6th municipal district.

### **Gender Mainstreaming Lead Projects**

The pilot activities of the Co-ordination Office were met with a positive response by both the municipal departments and the elected members. Through an initiative made by the Co-ordination Office, with the support of the relevant city



**Figure 12.22 Sequences of journeys – paid work combined with supply work, Masterplan Lake City Aspern**

councillor, the eight departments for planning and transport have selected gender mainstreaming lead projects on an annual basis since 2006. The context was a new approach to public management which incorporated a contracting system, with agreement on objectives made between the politicians, the Executive Group for Construction and Technology and the departments. To date, more than 50 of these lead projects have been implemented, focusing on a variety of issues, from urban development, the planning of public buildings and a new underground line to smaller street redesign projects. Lead projects also included projects to survey the interests of specific population groups, such as elderly people and a socio-



**Figure 12.23 Shading of semi-public space, prequalification competition Nordwestbahnhof**

scientific baseline study on quality of life in Vienna. These lead projects provided the background for an analysis of the scope of decision-making and action, the development of new methods and planning tools and a review of the results in terms of their transferability to other projects. Since 2009 evaluation workshops have been held with several departments.

### *Lead Projects for Traffic*

The procedures and tools developed in the pilot district of Mariahilf were gradually refined and adjusted to the wider spectrum of road construction projects. One particularly effective measure was the preparation of a ‘functional sketch’ for pedestrians before the start of a project. The sketch shows ‘desire lines’ on the basis of identifying essential destinations for pedestrians.

The differing requirements of pedestrians were also considered in detail in the general planning project relating to the extension of the U1 underground line to Rothneusiedl. This resulted in a comparison of different alternatives for station design with regard to mobility-impaired passengers. This included the evaluation of the accessibility of different destinations inside and outside the station and took subjective measures of safety into account too.

### *Lead Projects for Urban Development*

More recently, gender planning activities have focused on urban development. This level of planning plays an important role in ensuring equal opportunity: the structures generated define the scope of action involved in the subsequent planning tasks. Urban development lead projects differed considerably in size and scale. The numbers of flat units planned in individual developments ranged from 700 to 8,000. Block dimensions and block layouts determine the quality of open spaces. In order to avoid future conflicts, a network of public and semi-public spaces is necessary to accommodate both the quieter and more vibrant and noisy activities of the different user groups. Finally, the building heights and the depth of the plots specified in an urban development design brief also have a decisive impact on residential developments' future quality.

Discussion about the implications of different living situations in the future barely featured in contemporary urban development discourse. It proved unrealistic to transfer the few specific benchmarks found in the German-language specialist literature on gender planning because of Vienna's high densities of built form. The Co-ordination Office and the relevant departments have developed a set of methods for a modified approach. For example, in the master plan for Aspern Lake City, gender-specific trip chains were identified in order to examine the extent to which the requirement of a 'City of short distances' was met in the layout. (Figure 12.10) One of the requirements of the competition for the urban development concept for the North-western railway station was a shading plan to better judge the usability of the semi-public open spaces. The Co-ordination Office also commissioned a small-scale analysis of social infrastructure, for example kindergartens, schools and nursing homes, in order to formulate quality criteria from the user perspective for future planning procedures in urban development.

### *Lead Projects for Public Buildings*

The Co-ordination Office also reflected upon gender-specific planning requirements in the planning and design of public buildings, such as municipal office buildings, schools, kindergartens and hospitals. It held workshops with future users to formulate appropriate criteria in order to integrate them into the subsequent planning and design guidance. This participatory approach was tested for the first time during the preparation of the brief for the 'Simmeringer Markt', an Education Centre that accommodated three local institutions: library, adult education centre and music school. The heads participated in the discussion and provided specific local information about their clients' requirements, mainly concerning the size and location of waiting areas, childcare facilities and transparency or protection from public view.

The supply of adequate educational facilities is crucial for new urban development areas in order to make the combination of paid employment and unpaid domestic work easier. It is important especially for all daycare institutions to provide enough green space for movement and play. The spatial quality of

educational facilities is a primary issue with regard to gender. Gender-relevant considerations formed part of the discussion on the new 'campus mode', a large-scale daycare educational facility.

The brochure cover is a grayscale grid. The top-left cell is empty. The top-right cell is empty. The middle-left cell contains the text 'STADT' in large, bold, dark letters. The middle-right cell contains the text 'FAIR' in large, bold, white letters. The bottom-left cell contains the text 'TEIL' in large, bold, dark letters. The bottom-right cell contains the text 'EN' in large, bold, white letters. Below the grid, a photograph shows the lower legs and feet of several people standing in a line. At the bottom right, there are two logos: 'IN ZUKUNFT :WIEN' and 'StoDt+Wien Wien ist anders.'

**STADT FAIR  
TEIL EN**

**Gender Mainstreaming  
in Mariahilf** bietet für  
Frauen und Männer,  
Mädchen und Burschen  
gleiche Chancen im  
Stadtraum

IN ZUKUNFT  
:WIEN

StoDt+Wien  
Wien ist anders.

Figure 12.24 Brochure Fair Shared City Mariahilf

The first competition for this new ‘campus type’ that combined a primary school with 17 classes and a kindergarten with 11 groups became a gender ‘lead project’. The Co-ordination Office held several workshops in preparation for the competition at Vienna’s Northern Railway Station development area. Particular attention was given to an adequate design of break and circulation areas as well as to the open spaces and to their size and variety. Another aim was also to raise the quality of the corridors in terms of comfort and use.

In response to the restraints imposed by development pressures, the room requirements were modified for the competition for the next, even bigger ‘campus project’, thereby allowing the possibility of creating more flexible zones. This project added 17 classes for pupils aged between 10 and 15 and was located in the development area around the new central station. Three workshops with committed schoolteachers and scientists produced the basis for an ambitious catalogue of qualities that were incorporated into the tender documents and included gender issues. Internal and external gender experts were involved in the prequalification selection and the jury’s deliberations.

### **Social Space Analysis and Evaluation of ‘Usability’**

The experience of the gender ‘lead projects’ for the redesign or design of squares was important in integrating social sensitivity into the elaboration of the ‘Guidelines for Public Space’, under the charge of the Department of Architecture and Urban Design. These planning principles included gender awareness and the necessity of social space analysis before and evaluation after the design and planning process. The group who developed the guidelines were drawn from all the different departments responsible for public space, in a process that took over two years and which continues to meet regularly to exchange knowledge of current activities. The competition for Meidlinger Hauptstraße was proposed as the first pilot for social space analysis. The evaluation of Mariahilfer Platzl, the redesign of a small urban space situated on the greatest Viennese shopping street became another pilot. Both projects had been gender lead projects.

#### *Meidlinger Hauptstraße*

Meidlinger Hauptstraße is one of the important shopping streets in a low-income area with a high proportion of migrants in the population. A social space analysis was conducted prior to the competition for the redesign. A mix of methods was tested and a recommendation for further use was developed. The results were astonishing for professional planners; local people were, on the whole, content with the existing situation and they used the pedestrian areas not only for shopping, but also as amenity space. They were afraid that with a too stylish design, the Meidlinger Hauptstraße would lose its character as a ‘district living room’ and the cheap shops that served the local population would disappear. A third of street ‘users’ move at a

slow pace, for there are many old people and parents with small children, and the youngsters prefer the small nearby streets to avoid conflicts with the 'mainstream' of shoppers. For the competition, the external experts Christoph Stoik, a social scientist and Heide Studer, a feminist landscape planner from Tilia, who were charged with the social space analysis and took part in the prequalification, systematically reported their findings during the jury's deliberations. In the end the decision was taken by consensus to give WES, who are an international landscape architect consultancy from Hamburg, the first prize, for a project that offered a great variety of small places with different activities and qualities, but no 'coherent' formal approach. Without the help of the social space analysis the project with the best formal design would have won. This was a clear signal with regard to the culture of competitions. It was noteworthy and disappointing that only the winner addressed the clear intentions articulated in the tender documents.

### Social Intelligence Needs Successful Interpretation

Technical planners work mainly with guidelines and sets of criteria. Gender mainstreaming as a methodical approach is still new to mainstream planning. Gender-related criteria are often 'soft' criteria, perceived to be rather subjective, which have to be translated into 'hard' technical standards. The challenge lies in successfully connecting the two. Where social requirements and effects are considered from the outset, a gender perspective constitutes an additional instrument for distinguishing criteria for quality that meets the needs of different groups. Where social intelligence in planning is low and the interests of future users are not made sufficiently transparent, gender mainstreaming imposes an excessive demand on existing structures.

In principle, introducing gender mainstreaming to municipal planning produces conflicts. Departments are called upon to maintain technical standards while reducing costs and at the same time providing quality assurance. Enforcing new qualities and perspectives for planning that expose existing deficits and potentially generate new tasks, or at least suggest that the emphasis needs to be shifted, doubtless will meet substantial resistance in many cases. Furthermore the chances for success depend on the extent to which planning has material influence across different levels and policy areas, as well as on personal values and individual approaches.

Our holistic approach, which was integrative across all levels of policy, led nevertheless to changes in practice and procedures. We encouraged the colleagues from different departments 'to put themselves in someone else's shoes' in a systematic way and we stressed the importance of trusting one's everyday experiences and judgements, if there was a lack of data, which was often the case.

### *Learning from Users Experiences*

Identifying the 'gender footprints' of planning measures represents a key challenge: the task is to develop the necessary 'bricks' for the construction of a gender-balanced city. To establish gender design as a 'learning system', we have to improve our knowledge. Before designing physical space, social space has to be analysed. To reach quality on an urban scale, more is required than a simple definition of the square metres required for open spaces in schools and kindergartens. In order to identify the ideal shape of sites for social infrastructure in a master plan, attention needs to be paid to the demands of the staff and children (for example, are there different user patterns between girls and boys?) and regard paid to how life is organized within these institutions in so as to ascertain the necessary and desirable elements for design for play. To improve the quality of housing, a search for excellent flat layouts, not only functional ones, from a user perspective is required, achievable under average conditions concerning total floor areas, the funding regime and construction costs.

### *New Tools*

Different quality requirements for a large number of subjects relevant to urban planning have been formulated that build on the numerous baseline studies, target-group-specific workshops and post-occupation evaluations discussed above. One challenge was to break these requirements down to apply to everyday administrative tasks and to develop methods oriented towards implementation. As the international 'best practice' base was also very small, we developed our own tools and methods for the lead projects. Over the years, this 'fund of knowledge' has continued to grow.

*Toolkits* The 'toolkits' which were developed in conjunction with the individual departments range from the list of criteria for gender-sensitive housing and planning recommendations for gender-sensitive park design discussed above, to criteria for functional buildings and guidelines for a safe city and safe residential buildings. Toolkits were developed for the traffic management sector, for example requirements for the design of squares, checklists and design codes for road construction and guidelines for the outdoor display of goods, for outdoor areas of restaurants and the control of traffic lights. A handbook for Gender Mainstreaming has been produced that will make the methodological advances more widely available and will provide the basis for a broader set of training activities.

Social space analysis has demonstrated its worth and gained acceptance in mainstream practice. Through differentiating between user groups, gender aspects came almost 'automatically' into view. Social space analysis has become popular and different planning departments have started this voluntarily, without being required to do so. At the time of writing, a handbook for social space analysis is in preparation to combine international good practice with the Viennese experience and a proposed handbook for participation will also include a gender perspective.

### *Mainstreaming Competitions*

As a consequence of the growing importance of gender issues, and through involvement in the large number of lead projects, Eva Kail, Elisabeth Irschik and Claudia Prinz-Brandenburg participated in the majority of competitions held at different levels of planning and urban design. As members of the jury, consultants or members of the prequalification team, we gained deep insights into this specific culture.

Almost all important planning and design questions are decided nowadays in Vienna by means of competition. From a gender point of view this is critical. During a jury the discussion is often rather abbreviated. The aesthetic values of the different contributions can be judged by intuition; the analysis of functional aspects such as trip-chaining is much more difficult to achieve during the limited time of a jury assessment. Frequently, not even the potential different user groups for a project are known. It is all too often an excessive demand to analyse which interests of the different potential user groups are being served and which are neglected and to compare the social implications and the social impacts of each entry.

A new culture of competitions is therefore necessary. The call for tenders should already contain a gender-sensitive social analysis. More time for and more weight should be given to the preliminary assessment. Visualizations are very important, because as evidence shows nobody reads long written explanations during a jury session and architects and planners are 'visual animals'. 'Social intelligence' should be expected not only for the submissions, but also for the jury, because the constitution of the jury and the kind of expertise that is represented send an important signal to the participants.

### *Conservative Femocrats or Feminist KISS Strategy?*

We were sometimes, especially in debates held in universities, accused of concretising traditional gender roles by stressing the importance of unpaid work. In our opinion, criticizing the exposure of the spatial needs of unpaid work under a heading of gender dynamics represents a political backlash. It is not possible to influence the share of labour between men and women on a spatial level, but it is our duty to organize good working conditions for unpaid work with regard to space. Nevertheless it is necessary to be very sensitive with terms such as 'women friendly', which means a consolidation of traditional roles at the symbolic level.

To act within the framework of a big institution has certain strains and also potential. People in public service have to deal with a lot of often very complicated regulations, norms and hierarchies under a permanent restriction of resources, mainly financial, but also with regard to time. We have to identify the most important gender-related topics and interests and try to reduce imbalances. To make real impact in an institutional setting, it is necessary to make recommendations that are judged helpful for daily action.

Arguments conducted at an advanced level of sophisticated reflection might be interesting for academic discussion and pilot projects, but not for mainstreaming. Introducing too much complexity loses influence. It is definitely not helpful to explain to the obdurate technicians of the 'malestream' that gender roles are in a state of permanent diversification and change. In the cut and thrust of practical planning, you have to tell your colleagues what they should change in their approaches to policies, procedures and design to support gender equality in the final material outcome.

*simplicity and clarity!*

### **Dissemination as a Core Activity**

Gender mainstreaming, however, is not a self-explanatory term. For general branding the expression Fair Shared City, which emerged from the pilot process in Mariahilf, was important. Within our numerous publicity activities, it was always the aim to use language that can be understood easily, without requiring further explanation, but without simplification.

Three exhibitions, many publications in the form of folders, brochures and booklets and a DVD with short movies that provided better visualizations of the key model projects helped to disseminate the outcome of our activities. The most important products are also available in English to ensure international networking. A homepage on the World Wide Web has been online since 2007 with information on all the activities of the Co-ordination Office and its followers.

A big challenge is the motivation and training of the staff within the city itself. Sometimes it was difficult for people working in the departments to accept external experts in general training with little knowledge of working conditions in a public body. There is always the danger of a tendency towards moralis. So we opted for in-service training during the lead projects. Practical examples have always been most convincing. The specific scope of action to support equal opportunities can generally not be gauged at first glance and only becomes apparent in the course of active participation in ongoing planning activities. Gender workshops and press tours during the Mariahilf process encouraged innovative cooperation amongst the majority of the staff involved.

For general training more 'playful' formats were developed, for example as in the planning game 'Gender city' and the Forum Theater 'Gender in the City', which was directed at professional and administrative staff, politicians and students. In particular, the methods employed by the Forum Theater, devised by Balboa, proved promising

Over the years an international network developed. Eva Kail was a member of the advisory council for a two-year research project 'Gender Mainstreaming in urban development' as part of the German national research programme 'Experimental Housing and Urban Development'. A fruitful exchange of ideas has been developed, in particular with the planning authorities in Munich and Berlin,

but also many other foreign municipalities and universities have shown interest in Viennese gender planning activities.

## **Outcome and Impacts**

The different pilot and lead projects which were on very different levels of scale and stages of planning gave us, as members of the Co-ordination Office, a good overview of mainstream activities and knowledge of the crucial aspects of cooperation in such a big and therefore fragmented institution. In trying to safeguard the objectives of a gender-sensitive consideration we often acquired the role of general quality controllers and evaluators. Frequently simple questions and a consideration of the functional aspects of development that are evident in a gender-sensitive approach are systematically neglected in the main planning discourse or are analysed in a very superficial way.

The project *Fair Shared City* demonstrated that a range of possible actions, planning instruments and methods exist in all fields of planning and in all planning departments. In planning policies, in general planning recommendations or even in master plans, there is usually no lack of demand for green areas and playgrounds. So it is often not so difficult to implement smart gender topics at this level of action. For more concrete action, however, when it comes to the purchase of the necessary areas and sites and to put the necessary funding in place, gender bias becomes more visible. The ‘big issues’ at the structural level such as land policy or additional investments in infrastructure have not been easy to influence, even in Vienna.

On a medium scale the impact of gender planning has grown significantly. The introduction of gender mainstreaming has improved the social intelligence of the processes of city planning. There was a significant increase in attention to aspects of usability at a project level. One of the key factors of our success was to ‘track down’ or interpret gender-related criteria to the level of the normal technical standards. Effective communication was central to all the activities of the Co-ordination Office. Our practice incorporated much of the concept of communicative planning. A dialogue-orientated planning culture significantly raises the chances of gender mainstreaming.

### *Testing and Living Utopia*

The Co-ordination Office was a small, but productive unit with a high degree of visibility and effectiveness. Three female planners working together closely over many years created an atmosphere of engagement and empathy, with much personal respect and real teamwork. We developed a similar way of thinking and a similar sense of humour. Our strong personal relationships made it possible to endure frustrating situations and retain our productivity. Not all of the pilot projects have been purely pleasurable for sometimes it meant cooperation with

rather ignorant colleagues. But especially the most recent years have been a period of 'harvest', where the demand for consultation and cooperation with the Co-ordination Office was greater than the capacity we could offer.

The success of the Co-ordination Office was also due to the ability to work with continuity over 11 years, equipped with technical and financial support. The elevated formal position of the Co-ordination Office in the authority's hierarchy also helped. This brought much practical expertise together with 'insider knowledge' and the benefit of external support in the moderation of workshops and other aspects of the design and planning process.

The Co-ordination Office was always in a somewhat dialectical position. The potential direct impact and the amount of money was rather modest, but nevertheless to be embedded formally in a 'power structure' was sometimes helpful, especially for negotiating with technical departments. Our informal influence was quite high because of our overview, successful networking and the many convincing examples of 'good practice'. The decision to focus for the first period on completed model projects demonstrated both quality and feasibility. Luckily, the first pilot project Frauen-Werk-Stadt I drew an impressive response from the media and high satisfaction scores from tenants and neighbours. The positive echo from the local media and even international attention encouraged the politicians and they let us continue our work, trusting our proposals.

The Co-ordination Office was a little bit of a feminist utopia, realized within the structure of a big male-dominated institution and was made possible by the political support of female social democratic politicians, two male social democratic planning councillors and two male housing councillors as active mentors. At the time of writing a new female planning chair from the green party is in post and it is too soon to assess her level of support.

### *Lost in Transition or Successful Mainstreaming?*

We were convinced that a solely top-down management approach would not lead to satisfying results in this still experimental field. After almost two years the effects of the reorganization mentioned at the beginning of this chapter are still difficult to judge. It was not possible simply to transfer the culture of the Co-ordination Office with its bridging function between the departments and the central management unit. The advantage of the Co-ordination Office as a specific unit was without doubt 'to give gender planning issues a face'. Visibility has certainly diminished. In the new structure the secretariat and the financial support of the Women's Office has been lost and also the levels of personal energy weakened due to the separation of a successful team.

The Co-ordination Office, using its informal scope of action effectively, demonstrated a 'space of possibilities'. The challenge is now to substantially modify the structure of mainstream planning activities. The new structure gives a complete and more realistic overview of all mainstream activities and attitudes.

The reorganization has the theoretical potential to widen the influence and impact and in spreading responsibility in best circumstances can multiply the effects. Being part of the mainstream structure of the groups in the Executive Office offers, at least theoretically, a broader scope of action in this regard, other networking possibilities or easier identification of structural and personal obstacles and chances. However, success will depend on a much higher degree of commitment from the political and administrative leaders and if this is not strong enough, existing achievements and the influence of the single experts would be in danger of getting lost in the reality of the 'malestream'.

### *Mainstream under Neo-Liberal Pressure*

Acting in a big institution carries the implication of a lot of players. The interdependences and interplays are very complex. This mainstream is also historically determined by a formal hierarchy copied from a military structure. The authority is also strongly influenced nowadays by the ideology of New Public Management. Its impact as a framework for gender mainstreaming has to be judged as ambivalent: on one side cost-cutting is a hidden or open agenda, leading to the use of many economic indicators, in a context where common welfare is not as easy to measure as profit. The combination with the old rather rigid formal structures leads to an overflow in the reporting system, which seldom produces real reflection. With regard to gender aspects, on the other side, the orientation towards the customer is extremely useful and demands a differentiated analysis of needs and products by target group.

### **Challenges**

The need to take a better account of the demands of different user groups for quality and to then assess the fairness of the degree of considerations (or fulfillment) of those different demands requires more detailed and differentiated surveys and therefore a considerable increase in time input, at least at the beginning. This goes far beyond the normal 'canon of activities' for a planning authority. Introducing these new and challenging duties at a time when mainstream activities have to be rationalized is not at all favourable and hence needs much political support and persuasion.

The impact of the current economic situation, which at the time of writing will lead to foreseeable cuts in public funds, is also being felt in Vienna. It constitutes one reason for developing strategies which aim at maintaining a high quality of living for large groups in the population experiencing these less straitened circumstances. In the recent past, gender mainstreaming has helped to identify very promising methods and tools to use resources in a transparent and targeted, and hence efficient, way. The future will show whether the shortage of resources will prove to be a support or a structural barrier for the systematic and

large-scale development of gender mainstreaming. There is also the possibility that the cuts will have a strong gender bias or, more hopefully, if the principle of fair shares is still valid.

There is also a new danger to be aware of in that gender inequalities seem to have become, to a certain degree, marginalized. ‘Women’s issues have been done already’ and new groups became interesting for planners, after children it was young people and nowadays the elderly and migrants are taken into account. It is necessary to stress the gender perspective in these discourses too.

It takes time to effect a change of culture and, looking back, the achievements are greater than we could have imagined at the beginning. It was only 20 years ago when, during the internal assessment of the concept for the exhibition ‘To whom does public space belong – women’s everyday life in the city’, in the department we received the following written comment from a colleague: ‘If this exhibition is to be realized, I demand an exhibition for the dog or the canary in the City’.

The minimum of 2 metres for pavement widths had been introduced in the *General Principles for Transport 1994*, but it took ten years and our activities in gender and pedestrian movement before it was fully implemented. Twenty years of activities have achieved considerable changes in general attitudes. New, more holistic planning approaches have been implemented and suitable tools have been developed. It is by these means that the outlines of a fair shared and gender-sensitive city have become visible.

## Timeline

**September/October 1991:** Exhibition: ‘To whom does public space belong? – women’s everyday life in the city’ – 4,000 visitors.

**April 1992:** Establishment of the Women’s Office– Municipal Department 57. Eva Kail, a planner, became first head.

**2nd February 1994:** Jury meeting for the urban development competition Frauen-Werk-Stadt I (remains the largest gender-sensitive housing project in Europe).

**From March 1995:** Establishment of a permanent jury for developer competitions. These are obligatory for larger areas of subsidized housing projects. Gender-sensitive criteria are part of the quality assessment for the projects. Eva Kail as a gender expert is a member of the jury.

**Autumn 1995:** Publication of planning recommendations *Guidelines for a Safe City*.

**September 1997:** Tenants move in to Frauen-Werk-Stadt I.

**June 1998:** Establishment of the Co-ordination Office for Planning and Construction geared to the Requirements of Daily Life and the Specific Needs of Women in the Chief Executive’s Office – Executive Group for Construction and Technology. Head Eva Kail, co-worker Claudia Prinz – Brandenburg.

**July 1999:** Jury meeting for the competition for the first gender-sensitive redesign of two parks: Einsiedler Park und St Johann Park.

**May 2000:** Presentation of Vienna's Strategy Plan including the strategic project 'Gender-Sensitive Parks, Sports Grounds and Playgrounds for Children and Young People in Vienna's Municipal Districts'.

**September 2000:** First participation procedures for girls for the design of Odeonpark and an area on the Danube Canal.

**December 2000:** Jury meeting for the developer competition Frauen-Werk-Stadt II with a focus on 'assisted living in old age and neighbourhood orientation'.

**May 2002:** Start of the conference for the Transport Master Plan; Eva Kail becomes head of the working group 'public space'.

**August 2002:** Delivery of the gender mainstreaming district maps illustrating the qualities and deficits of the pedestrian network to the political committees for all 20 gender mainstreaming model districts.

**November 2002:** Launch of the gender mainstreaming pilot process: the district of Mariahilf becomes the Gender Mainstreaming Pilot District.

**November 2003:** Traffic Master Plan enacted.

**July 2004:** Elisabeth Irschik starts as second co-worker in the Co-ordination Office.

**August 2004:** Tenants move in to Frauen-Werk-Stadt II.

**July 2005:** Planning recommendations for gender-sensitive park design in collaboration with the Department of Parks and Gardens.

**Since January 2006:** Selection of annual Gender Mainstreaming Lead Projects from the annual work programmes of the eight urban planning and transport departments – ca. 50 projects up to 2012.

**May 2006:** Jury meeting for the design of Rudolf Bednar Park.

**Since 2007:** The planning recommendation for gender-sensitive playground and park design become part of the official planning guidelines for the Department of Parks and Gardens.

**May 2007:** Exhibition and symposium: 15th anniversary of 'To Whom does public space belong – women's everyday life in the city'.

**February 2008:** Jury meeting for the competition for the Campus on the Northern Railway Station development area.

**Spring 2009:** Exhibition 'Fair Shared City – Examples for Fair Shared Public Space' showing the contribution of the Gender Mainstreaming District Award.

**End of 2009:** Tenants move in to the women's housing project 'ro\*sa'.

**2010 onwards:** Experts from the Co-ordination Office have been assigned to the Executive Group for Construction and Technology's Urban Planning, Building Construction and Public Works Groups.

**Spring 2010:** First analysis of social space for Meidlinger Hauptstraße.

**March 2010:** Jury meeting for the park design for Hauptbahnhof.

**September 2010:** Jury meeting for the competition redesign of Meidlinger Hauptstraße.

**Autumn 2010:** Presentation of the Mission Statement for Vienna's public space; evaluation of the use of Marahilfer Platzl – the design competition was a gender lead project.

**February 2011:** Jury meeting for the competition for the Campus Central Station site, based on a new room standards and a ‘quality catalogue’ in response to the experiences of the lead gender project competition Campus Nordbahnhof.

**Autumn 2012:** Handbooks for Gender Mainstreaming, social space analysis and participation.

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