

Organization of Urban Spaces with Emphasis on Women's Safety: A Case Study in Noor Abad Mamasani, Iran

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Abstract: Since, modern today's urban spaces are elements that affect urban anomalies and disturbances and as a result of the lack of security in city, designers of social areas and spaces especially urban designers try to provide security for the users of these spaces by identifying the factors threatening security in public spaces. If there is no safety in a space or area that place will gradually lose its dynamism, vitality and comfort. Women suffer more than men from urban insecurities because of physical and psychological differences. In the discussions about organizing urban spaces and areas with emphasis on women's security prepared with descriptive-analytic and implicational or pragmatic methods, the aim is to promote women's safety and security in urban areas. Looking at the above issue with the presented theoretical foundations in relation to urban security, some questionnaires were gathered about the experiences of 15-65 years old women in Noor Abad Mamasani and some suggestions were given about providing security for women.

Key words: Women' safety, urban spaces, violence and insecurity, Noor Abad Mamasani, Iran

INTRODUCTION

Security is the foreground for a healthy community and sense of security paves the way for developing human societies. Comfort, growth, human flourishing, the flourishing of all talents and creativities and achieving all human perfectionisms all will be achieved through safety. Urban areas and spaces move from traditional state toward modernity, from restrictions and closeness to public spaces and relatively free. In the transition from tradition to modernity, urban environments and spaces have changed a lot. The body of cities and their appearance got better. Over time, this fact was gradually revealed that cities in Iran have changed only in appearance and unfortunately, no attention has been paid to human needs in their planning. Providing needs of citizens have always been concerns of municipal and urban officials. Security is a sense of tranquility, peace and confidence of noninterference to life, property and other human's rights. This exclusive value is one of necessities of personal and social life. In earlier times, the walls around the cities and gullies surrounding them provided a safe space for cities and their resident and in this way the city was protected from invasion of foreigners and strangers. Security needs in different social groups have different ranges. Regarding the target group in this study, i.e., women, it can be said that as long as

women in schools, universities, workplaces, public places, streets, etc., do not have security, they will not certainly feel comfort. Therefore, concerns about harassments in the workplace, felling threat and danger in commuting in the city, etc. can all have effects on women's sense of social security and safety. Today, with the development of societies, rising inflation and high costs of living, women's participation in economic social activities along with men is imperative. The presence of women in public spaces has enormous consequences. The most important one is that women feel insecure in public spaces. Women due to their marked physical and mental or psychological differences and their abilities need more attention when facing insecurity than men. Several factors are involved in urban violence and insecurities. One of the highlights of this issue is the extent of the damage done to women. The main victims of urban insecurities and citizens' failures are women. Urban management does not feel responsible for providing the safety and security of citizens while urban management can play an important role in reducing the level of insecurity with regard to this matter in its programs and plans. Most complainers are women. They are dissatisfied with robberies, bag snatchings, disturbance and harassment and inappropriate behaviors of some of the men. They consider the shortage of public transportation vehicles, crowds, hustle and bustle and chaos, disproportion between the space a buses and the

number of their population, lack of proper separation of men and women and incognizant management in public transportation as the main reasons of this dissatisfaction. Encouraging people to use public transportation is among the policies used in most countries. A person will be willing to reuse public transportation in case of having a sense of safety, comfort and peace and in that case he/she will not only be encouraged to use it but also will encourage others to use it. After the completion of an integrated public transportation network, improvement of the level of its service and adequate capacity in the fast and regular public transportation network, people will certainly be attracted at a high level. In sustainable transportation, a pattern should be followed that is adequately responsive to the movement and transportation of passengers and cargo without the problem of traffic and other problems and does not get into trouble due to the expansion and development of the city's population and economic, social activities.

The establishment, deploying and distribution of applications, services and buildings are effective in reducing or increasing safety and security. By studying the history of the theories presented by experts and researchers, it can be said that they agree that a space with its features can affect security or insecurity. The current situation in our today's society requires that women step out of the house more than the past and enter into different environments and perform their accepted roles well. This is happening while urban insecurity is really felt and women suffer from it more than others. Fear from street disturbances and harassments, quarrels and contention, acid splashing, murder, intimidation, fear, etc. are among cases that women mention as urban insecurities and this point can be seen in all age groups in women (Babaei, 2011). Noor Abad Mamasani is not exempt from this due to various developmental reasons and due to its different contexts that have features that there is a high incidence of crime in them. Therefore, providing safety and security is necessary. Regarding the city's expansion, scattering and being far from urban centers, the space in this region is susceptible to crimes by offenders. Given the above brief description, the present research was prepared and conducted after literature review, field visits, observation, interviews and a survey questionnaire.

Women constitute half of the urban population. Much of the work is done by women in cities. They use more remarkable spaces in cities due to different reasons. Due to extensive social, cultural and economic changes, the society has witnessed women in cities increasingly. Women attend in various areas of the city depending on or in proportion to their needs, desires or demands.

Traveling around the city for shopping different goods, attending at work, getting children into school, using different public or private centers including health or therapeutic, educational, administrative, sports, entertainment, etc., centers are among the reasons for the presence of women in urban communities, although, many women are required to be constantly in motion because of their jobs. The need for safety and security is one of the important things that is always mentioned by women as the main point. In their daily and even their night activities in the city, they need areas and spaces that have the required enough safety besides tranquility, peace, comfort and utility. Women with respect to their gender, abilities and special perspectives need spaces fitted or tailored to their own gender, spaces and areas that are designed specifically for them. With the increasing growth and expansion of the activities of women in different public arena and consequently their presence in urban areas and in most hours of the day, the need to modify the body of urban spaces is felt or in other words the subject of the necessity to review the proper urban planning with new conditions is raised. Urban spaces in cities in Iran are shaped only by criterion, shape, design and sight or perspective so that in most urban plans, no attention has been paid to the needs of mothers and children, the elderly women, girl students, working women and Iranian women in general. Noor Abad Mamasani is a city with special features. The city has both old and new contexts and is still wilderness untouched spaces. Most residents are in the old local areas who suffer from insecurity due to accommodation in compact neighborhoods. Following some defects and shortcomings in urban system including transportation and the lack of services such as shopping, sports, educational, entertainment centers, green spaces, etc., they feel uncomfortable about urban trips and commuting. The researcher has analyzed the status quo in Noor Abad Mamasani with regard to the theoretical foundation and studying the questionnaires obtained from the analysis of in this city and has dealt with the issue of women's safety considering standards and indexes and has proposed some strategies and suggestions after the conclusion. In fact, the motivation of the researcher was to address women's security in urban spaces and the understanding their feelings or their experiences of insecurity in urban spaces. One of the main motivations of the researcher was to demonstrate and represent insecurity experienced by women and their probable dangers due to the lack of urban organization.

Significance of the study: Space affects the human identity. It can make them feel good or confused or can cause discrimination and deviation. One of the major and

determinant issues involved in the way of exploitation and how people feel about space is how space meets the needs and provides the conditions of comfort in the environment for different groups. Urban areas should provide the conditions for social interaction and satisfy the needs of citizens. Safety is required and demanded by every citizen. Security means having no apprehension and concern. Urban spaces can create a sense of disorientation or attract people so that the inhabitants find the area as a suitable place for their social life or not use it due to discomfort or fear. With social and cultural changes that have happened in years, cities have become places for the increasing commute and presence of women. Women spend many hours in cities due to several reasons and feel comfort and peace in some urban areas and sometimes avoid attending some places or are dissatisfied with them. Some urban spaces create more fear. It is more likely that crimes happen in these spaces for physical, visual reasons or they have greater potentials for criminals and citizens do not commute in these areas. Today, with the increasing expansion of cities and the abandonment of towns towards fringes and slums, most desolate and deserted parts of the city with their short distance to the city have become the gathering place and commuting place for urban offenders and criminals. Statistics, researches and facts virtually or literally show that nowadays many urban crimes and violence happen on the edges and fringes of cities or remote and deserted areas which have places for doing crimes away from people's sight. Therefore, cities need modifications, organizations, upgrading and improvements from various perspectives.

Research objectives: This study seeks to achieve the following research objectives:

- Studying the problems of women in urban areas in Iran and the conditions in Noor Abad Mamasani and discussion in relation to its spaces with an emphasis on women's safety
- The need to review urban planning and making urban spaces suitable regarding new conditions and studying the situation of urban spaces as a case study considering women's safety
- Revealing and demonstrating the inappropriateness of space and lack of safety in relation to the presence of women in urban spaces and investigating the sense and feeling of safety in women in urban areas of Noor Abad Mamasani
- Studying different interwoven factors that lead to the creation of unsafe urban spaces for women

Review of the literature: Salehifard and Alizadeh (2008) wrote a study about the role of environmental planning

and designing in safe urban parks and green space in the Third National Conference on Green Space and Urban Landscape. Abazari *et al.* (2008) provided a study entitled feeling unsafe in women's experience of daily life in Tehran and dealt with the phenomenon of insecurity as an experience that happens to women in urban areas and 40 women living in Tehran were interviewed about how they manage and handle insecurity when facing it.

Zanjanizadeh-Azazi (2002) presented an article about urban space providing the background for social justice and studying barriers of women's participation in public spaces. She addresses the physical status of cities and the background factors underlying the absence of women in urban areas and provided suggestions and demanded women's protection against public abuse and offence.

Mesch (2000) carried out a research entitled women's fear of crime: the role of fear for the welfare of others in which 316 women were interviewed by phone in Hipha. In this research, the aspects of fear included fear from their husbands' violence, fear from being victimized by strangers and fear from children's victimization. The questions were related to whether they were direct or indirect victims and whether they reported to the police or they could defend themselves. Respondents were between 18-65 years old. This study has confirmed the idea that women's fear was mostly that their children are victimized especially by strangers. It also showed that fear of violence from strangers was more than fear of violence in their intimate relationships and women's fear of night when you are alone was even greater than the fear of violence from their husbands. The study also points to another factor that is living in insecure areas and that fear of women who live in these areas was more than other women (Mesch, 2000).

Realm of the research: Mamasani is located in Northwestern of Fars Province between 50° and 35 min to 52° and 7 min East longitude and 29° and 51 min to 30° and 42 min North latitude (Fig. 1). The city borders Yasooj in Kohkilooyeh and Boyerahmad Province from the North and Northwest, Kazeroon Borazjan and Genaveh harbor Provinces from South and Southwest and Shiraz and Sepidan from the East and Northeast. It is one of cities in Fars Province which was part Kazeroon in Fars until 1962 and its center was Fahaln Olia village or parish and after 1962 it was the governing center. Mamasani City has three climatic parts, tropical zone in Mahoor Milati, subtropical zone in central parts and cold zone in Doshman Ziari section.

Noor Abad City, the center of Mamasani Province is located in at the position of 51° and 32 min East longitude and 30° and 13 min North latitude. This town is 900 m above sea level and approximately, 2,020 ha.

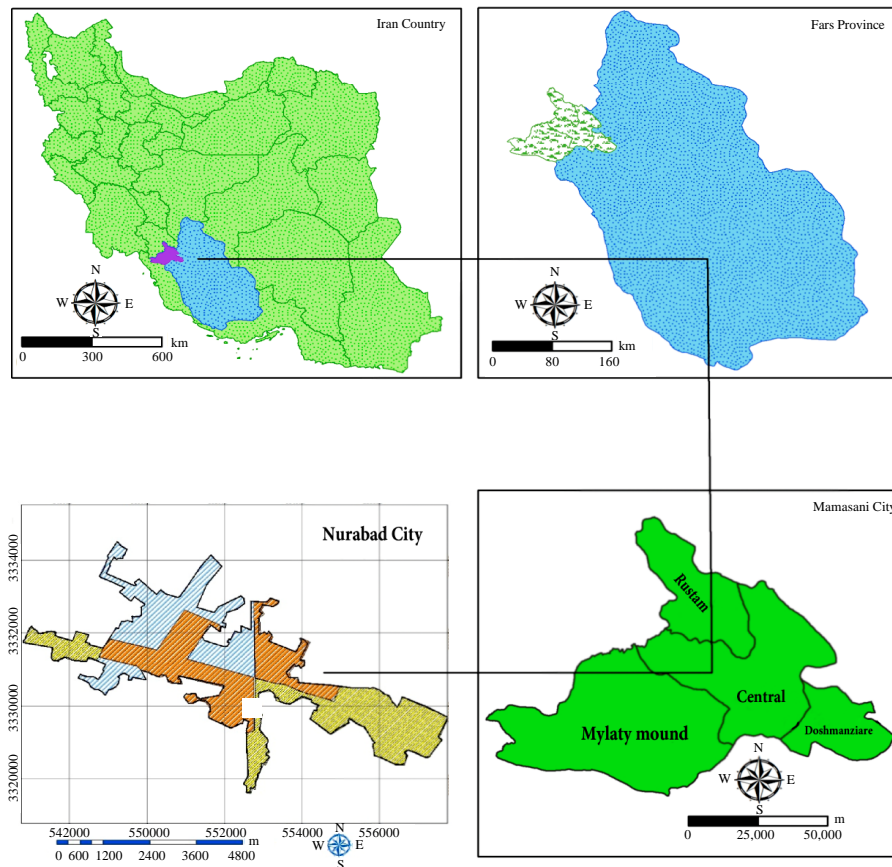


Fig. 1: Geographical location of Noor Abad Mamasani in the country and in Fars

General location of the city: Noor Abad Mamasani is about 160 km away from Shiraz City and 64 km from Kazeroon City. This city is located on the route connecting the three provinces of Fars, Kohkilooye and Boyerahmad and Khoozestan and its distance to Booshehr port is about 180 km. It is also about 97 km away from Yasooj, the capital of Kohkilooye and Boyerahmad Province.

Theoretical foundations of the research: Crime in urban environments, not only is inconsistent with the regular principles of social order but also brings about heavy losses, human suffering, frustrated citizens and general deterioration in the quality of life.

It is therefore not surprising that in studying the opinions of citizens, insecurity in the streets and neighborhoods is often in an upper level and has priority over other crucial issues such as inflation, unemployment, etc. Although, there are plans and proposals for the protection of citizens against crime, it has become a part of urban policies nowadays. The worldwide growth of insecurity problem has made crime prevention and control

the top international agenda. Declaration and announcements in Caracas on December 15, 1980 were approved without a dissenting vote in the General Assembly of the United Nations. The resolution refers to a significant increase in crime around the world while pointing out its negative impacts on all aspects of citizens' lives and asks for serious scientific and technical cooperation in the field of prevention of crime and insecurity. If the inhabitants of cities do not use spaces due to lack of comfort, safety or fear, public arena is destroyed. Women are victims of violence, persecution, rape, intimidation, torture, beatings, insults, etc., in the ways and alleys of the city, far outlying and deserted places, public streets, shopping centers, parks, etc. Fear of presence in urban environments or in some urban areas is often seen in women, the fear that brings about different selections for presence or attendance in urban environments and spaces.

In urban organization on neighborhood or regional scale, it is attempted that uneven and problematic issues of the existing context are removed and eliminated with minimal cost and damage. Spatial organization of urban

spaces means arranging and ordering these spaces in order to provide a favorable inhabitable environment with comfort, peace and sense of safety so that urban settlements can fulfill and satisfy the needs and activities of the modern society and people do not get into difficulties and problems in their daily lives. The main objectives of the organization of urban spaces include:

- Improving the physical or body and spatial structures of by urban development and renewal
- Improving urban land uses and activities in terms of safety, congestion, compatibility or incompatibility
- Improving the environmental situation and condition the city by developing green open outdoor spaces
- Improving conditions of commuting and traffic of drivers (or mounted people' traffic) with the help of smooth flow movement patterns of drivers and pedestrians (or the mounted and dismounted)
- Improving the social and cultural environment by developing cultural arts and sports activities
- Improving the appearance of the city and visual values and beautification and overally urban furniture
- Economic growth through the creation and development of jobs

Safety or security has been studied in various economic, social, psychological, occupational, physical, etc., fields and has its own special definitions and branches in each field. Safety is a relative and mental concept that is formed based on different views and attitudes in society. In traditional approaches, it is emphasized on the point that the issues of safety and development are interdependent. The concept of safety in urban spaces is mostly related to crime and delinquency which frequently prevents citizens from attending and going out in the city. The features of safety are explained as follows:

- Safety is comprehensive or inclusive in that it is a realm which includes any affair in which safety is necessary
- Safety is innate or intrinsic in that it is innately needed by humans and it is inevitable
- Safety is a voluntary and emotional phenomenon. In fact, its sensory and objective aspect is the feeling that is different in individuals

Safety means the feeling or sense of being free from harmful threats. Feeling safe means the impression that a person has about safety conditions in the society. Sense

of safety is the mental aspect of safety and it is protection against danger as objective and mental safety and being free from doubt (Buzan, 1991).

Social safety is the comfort and peace of mind that each society or community is obliged and committed to provide for its members. Social safety pays attention to the kind of survival of society's members. Spiritual, moral and cultural factors that make versatile life styles vulnerable are considered as social threats (Zarrabi and Nezhad, 2010).

Feeling unsafe is an annoying and agonizing condition which disturbs people's and social groups' lives and endangers public values and then the necessity of taking action is felt. Feeling unsafe may be due to a special situation prevailing or dominating the society or community and a person feels unsafe in a society as a result of some factors breaching or violating safety and threats to security.

Urban planners usually have focused on male-dominated masculine actions and measurements and the urban space they have created is consistent or congruent with the same universal needs and interests. There is a lot of evidence that shows women are neglected in urban spaces or they feel uncomfortable in them while the number of active women in society is increasing. There are inappropriate spatial and behavioral patterns for women in city. These patterns are mostly seen in the form of limited social and political freedoms, poor safety of urban public spaces for women, concerns for confident secure accesses and advertisements based on misusing women in American cities confirming gender cliches. There are some of these patterns and models in the form of limited freedoms of women in accessing public spaces and poor safety in urban spaces in our cities as well. Even in different places, women have different access to their required facilities. The reflection of this situation is evident in the form of women's dissatisfaction from urban residency. Recently, women's requests, needs, values and even physical and psychological limitations in different societies have attracted urban planners. However, urban planners have mostly dealt with solving women's problems with an anatomical, skeletal or physical approach and have neglected paying attention to other urban aspects.

Transportation is one of the most important cornerstones of urban development which is essential for the movement of people and goods and achieving constructive exploitation or efficiency in urban regions is only fulfilled by providing movement needs. Sustainable urban transportation is the smooth flow movement of vehicles, people and goods which involves people's comfort and permanence of environment by the most

favorable expense and effort. All the individuals who get out of the house each day for some doing something go a part of the distance by motor, personal or public vehicles and some distance on foot. One of the problems of most women in cities in Iran is the condition of public transportation and feeling unsafe in urban spaces. In the situation of our society, women face diverse limitations in transportation. There are not enough facilities due to the lack of suitable access networks including public transportation networks and decent pavements in proportion to their needs regarding their multi-dimensional daily activity (Tamadon, 2008).

When people are talked with about the situation of using public transportation, the majority of them complain about existing insecurities besides problems related to the way of transportation. Most of the complainers are women. They are dissatisfied with robberies, bag snatching, disturbance and harassment and some inappropriate behaviors of some men. They consider the main reasons of this dissatisfaction as the lack of public transportation vehicles, congestion and traffic and crowd, lack of harmony or disproportion between buses' space and the number of the population using it, poor separation of men from women and incognizant management of public transportation fleet.

Encouraging people to use public transportation vehicles is among the policies that is used in most countries in the world. An individual will be eager to use it again and encourage others to use it as long as he/she feels safe and comfortable. As a result of completing a unified public transportation system, promoting the level of its services and providing enough capacity in rapid and regular public transportation, people will absolutely be attracted extremely. In sustainable transportation, a pattern should be followed that is adequately responsive to the movement and transportation of passengers and cargo without the problem of traffic and other problems and does not get into trouble due to the expansion and development of the city's population and economic, social activities.

If we look at the issue from the suitability of public transportation system, the quality of means and facilities used in public transportation is effective on its suitability for its users regarding the point that public transportation is the most common means of transportation for women. For instance, if the standard height for the stairs of buses is observed, the quality of its usage will be more suitable for citizens especially women. In addition, providing light and safety of passages at night and making passages secure with an appropriate atmosphere of passages suitable for passengers and pedestrians are other points that make women's optimum usage of urban

transportation system more effective. On the other hand, in urban transportation studies, assessing demands for intra-city travels to the destinations women go to and its relationship with providing public transportation system as the dominant model for women's transportation, realistic and purposeful attention to gender differences in designing and planning and urban transportation system's management is essential and inevitable. Currently, women both those who own personal vehicles and those who use urban public transportation from any class or group with any kind of clothing and make-up face problems in the field of transportation and movement in cities. Women drivers face inappropriate and discourteous behavior of men drivers, motorcyclists and even pedestrians which has an impressive effect on their psychological, physical safety and even the quality of their driving. This is especially true for young girls and produces a sense of insecurity and which makes women's presence as active citizens in cities problematic and has led to more separation of public and private realms and has limited women to private realms (Asarian, 2006).

For removing the above problems and women's sense of security in urban spaces and a revision in transportation system and urban furniture, severe attention and support of the government and public institutions and organizations as main decision-makers is required. The results of the researches about women's transportation model reveal that women are the main customers of public transportation vehicles for dealing with house affairs or workplace and own less personal vehicles (Ghazi-Hesami, 1996). In our country, women do not use bicycles due to safety and normative reasons.

Public transportation faces two main problems. The first is passengers' waiting at far and deserted bus stations which provides the conditions for robberies and violence. The second is the lack of employees and watchmen and guards at far and deserted stations which creates insecurity and dread for passengers especially women. Fundamental measures should be taken in this field.

Public spaces form a critical part of daily life in cities, streets that people pass through in order to get to workplace or school or university, etc., places where children pass through, places where people enjoy its nature and wildlife and local parks in which people exercise. In other words, any place in which we break free from daily life crowd and bustle for a moment is a public place. Woolley define public space as "an external living room and entertainment and recreation center outside home".

Several factors limit women in urban public spaces, anatomical physical and space design factors and

dominant social and cultural norms are among these factors. Different realms were assumed for men and women. Cities were built by men and therefore, men's needs were considered and this led to creating gender spaces. The duty of urban designing and planning is objectivizing or the realization or reification of values, facilities and limitations of the society. However, psychological needs of citizens areas important as economic, social, traffic issues, etc., in urban designing and planning. Therefore, urban spaces such as streets, squares, etc. as the spaces perceived by citizens and spectators should respond to not only material needs but also psychological and spiritual needs. Thus, urban designing or planning deals with not only the appearance of spaces but also with their functions and the meaning of daily environment as well.

The permanent feeling of insecurity is unpleasant, annoying or agonizing and humiliating for women in the public space of the society which both verifies and intensifies social inequalities in the relationships between men and women.

The possibility of being raped and being act of violence is so intense and influential on feminine minds that in most cases resistance against it fades away and women, inevitably or covertly, give in to masculine game rules and observe some restricting norms (Abazari *et al.*, 2008).

MATERIALS AND METHODS

The present study is a library-attributive study composed of field impressions. At first, the related literature was gathered using books, scientific and research articles and theses. After classifying the literature, the topic was explained and described and the related data was gathered.

Research presumptions: In this research, the degree of women's safety was assessed and measured for concrete criteria such as urban spaces and for tangible factors or criteria in performance assessment factors such as service quality, women's satisfaction, etc. were considered.

Statistical population and sample: In this research, the statistical population was 78822 women living in Noor Abad Mamasani. Due to the limitation of the statistical population, multi-stage clustering sampling was used. Therefore, at first all districts in Noor Abad Mamasani City were considered and some districts were selected purposefully (region 1-3 in the central section) and in each district, some blocks were selected randomly and in each

block all the houses were referred to until all the questionnaires were completed. In addition, one person was simply randomly selected among women and asked to complete the questionnaire. In this research, the statistical sample consisted of 96 women in Noor Abad City who completed the questionnaire which was designed with 22 questions and was distributed among them and gathered.

For studying the validity of the questionnaire, content analysis method was used so that the questionnaire was given to some experts and supervisors and they were asked about the questions and assessing the presumptions and hypotheses. They all had consensus over the validity of the questionnaire and approved it (Table 1).

For the questionnaire's reliability, alpha Chronbach was used and obtained by SPSS Software. It was found to be 80% which shows the research's reliability.

Research findings: After the completion of questionnaires, the obtained data was analyzed by SPSS Software and descriptive and referential statistics were obtained and for determining the relationship and the correlation among variables the hypotheses were confirmed or rejected. The descriptive statistics included frequency, percentage and standard deviation and the referential statistics included single-sample t-test for studying the hypotheses.

It was observed that 39% of the respondents were single and 61% were married. The 70% of the respondents were in the range of 20-40 years old, 27% were 40-60 years old and 3% were <20 years old. The 62% of them academically educated at university, 22% had diploma, 8% had guidance school certificate and 5% had elementary school certificate and 3% were illiterate or literate at the level of reading and writing. Regarding occupation, 41% of the respondents were employees, 28% were unemployed, 24% were housekeepers and 7% were self-employed.

An appropriate urban space provides safety as the fundamental need of humans to a great extent and an inappropriate space eliminated safety and brings about all kinds of harms and social problems. Since, citizens commute in the city daily due to different reasons such as shopping, recreation and entertainment (gatherings, going to the park or the movies, ...), commuting to workplace, referring to organizations and offices, using public transportation vehicles and using urban spaces (streets, squares, ...) these places should provoke favorable conditions and stimulate a good and pleasant feeling in citizens and be inspirational to them.

Regarding the obtained results from the questionnaires, 42.71% of the citizens mentioned their

Table 1: Goals, strategies and policies in urban spaces

Goals	Strategies	Policies
Vitality	Anatomical or physical	Deploy applications in a variety of ways and deploy of diverse time land uses so that there are light spots during day and night
		Deploy diverse land uses along passages so that they attract different population groups
		Service land uses such as parking, public phones and access to public means of transportation, ... in all urban spaces
		Applying encouraging policies for deploying land uses that are in pavements such as stree cafes, juice stores,....
	Performative	Maintaining and reinforcing economical context on streets with special attention to retailers
		Maintaining time diversity in the bodies of urban streets and maintaining and strengthening old and memorable constructs
		Using diverse lightings fitted to the events along the passage in urban street at night
	Anatomical or physica	Creating roofed porch spaces at the edge of the street like Kolonad
		Avoiding making dark and secret corners in urban spaces especially parks and urban streets
		Lighting intersections and active parts in urban spaces at night
Performative	The possibility of visual constant surveillance on streets through bodies and skeletons	
	Lighting fitted to the movements of pedestrians and eliminating and organizing abandoned and deserted and barren lands in the context of the city	
	Equal distribution of diverse land uses regarding time and audience so that they make diverse and continuous events in urban streets during day and night	
	Making special spaces in which women can do different activities and enjoy entertainment and recreation	
	The possibility of the establishment and development of residence units in some parts of urban spaces especially passages in upper floors of bodies and applying activities related to citizen's daily life in some parts of urban street	
Memorabilia	Anatomical or physical	Maintaining and reinforcing, strengthening and organizing bodies representative of passages' corners and margin index
		Avoiding any type of construction which ruins and distorts the view to prominent index constructions and buildings
		Maintaining precious historical and art spots and making them prominent
	Performative	Controlling peripheral constructions at edges so that they are not in contradiction with the public view of urban street
		Maintaining and reinforcing old land uses with the same old names
		Eliminating performances and functions incompatible with the character of urban spaces
	Meaning	Paving the way and laying the groundwork for the development of better long-standing activities and events in urban spaces
		Maintaining and reinforcing group mental signs
		Maintaining and reinforcing active hangouts related to different groups and individuals
	Increasing citizens' cooperation	Maintaining long-lasting old names of urban spaces and their components
Making diverse spaces for different groups for temporary exhibits,...		
Reinforcing and maintaining highly-referential activity and destination assemblies in the scale of the city		
The possibility of intervention for owners of the street edges and fringes in organizing and keeping the space in front of their property		
The possibility of intervening in space	Avoiding single-dimensional performance of urban spaces' arenas	
	Avoiding making splendid and decorated of urban spaces' arenas	
	Providing facilities for climatic comfort	
	Predicting spaces for pauses and small gatherings	
	Making spaces which enable individuals to stop and look around	

The researcher's questionnaire assessment

reason for selecting this city and residing in the city as its closeness to their workplace and 37% of them answered other options, 47.92% answered commuting to workplace, 21.88% answered recreation and entertainment (meetings and gatherings, going to parks). The 69.79% of the citizens selected public means of transportation for commuting. The 32.29% of the respondents selected the most important reason of insecurity in their residence as the darkness of their neighborhood, 37.50% believed the reason for the insecurity the presence of motorcyclists, 42.71% considered the most important reason of dissatisfaction with public spaces or fear from them as not observing moral principles (harassment, disturbance). The 34.38% considered the feeling of safety in citizens a consequence of the presence of more policemen and watchmen. The 53.13% were rather moderately satisfied with security and 44.79% were to some extent dissatisfied with safety and security. The 62.50% of the respondents considered the most prominent

shortcoming of their residence as the lack of recreation and entertainment places for women. The 31.25% felt their most fear and insecurity at parks and 26.04% selected streets, alleys and deserted spaces. The 35.42% of the citizens selected severe and 21.88% selected police's frequent petrol. The 46.88% considered the most fear from attending and being present in urban spaces as harassment (disturbance and harassment). There was a question in the questionnaire asking the respondents which crimes they have been victimized by during the last year. The 37% mentioned josh and slanderous outrageous words and 33% mentioned inappropriate behavior, 20% mentioned purse, money, mobile robbery, 10% mentioned being followed or shadowing and harassment. The 63.54% of the citizens believed that their degree of their safety in urban spaces (squares, streets, parks, pavements and shopping centers) was low, 36.46% believed it to be medium. In response to the question asking to what extent the difference between men and women has been paid

attention to in designing urban public spaces, 55.21% answered low and 35.42% answered medium. Regarding the quality of urban public spaces, 57.29% answered medium. In general, safety in Noor Abad Mamasani is medium to low.

RESULTS AND DISCUSSION

In general, based on the results of the research, the following policies and plans are investigable:

It was found that people feel unsafe in spaces such as dark and deserted alleys, streets, crowded places, under bridges, properties with no owners, corners, deserted or half-structured buildings, spaces next to large but low traffic land uses, plantations next to highways and passengers' passing through them for rapid access, slum residence, lack of pedestrians' passages which is important physically, places where addicts, junkies disturb and interfere with citizens' comfort and safety, crowd and being looked askance by poor people who don't have social culture and neighborhoods where there is a huge economic poverty, places where policemen are not permanently present and do not patrol frequently and squares where there is not comfort and safety due to the passage of motorcyclists and this issue can be socially studied. Such problems and predicaments have consequences such as distrust, worrying about things and different topics, abstaining from cooperation and social behaviors, fear from and avoiding environments, limiting usual activities and relationships, failure to maintain civility, norm breaching, etc. Therefore, the following proposed strategies can be presented and used for escaping such problems and achieving ideal safety.

Controlling accesses and limiting them, bodily or physically changing or modifying, mechanical (light, camera) and natural (pores, windows and natural barriers) supervision, constructing security and guard vendors and kiosks, organizing public transportation, light and the way of lighting at night, activating urban squares and neighbors, making cultural and sports environments such as cultural centers, scientific and Islamic assemblies, constructing shops and shopping centers in neighborhoods, widening passages and pavements and transforming underground streams and gutters and channels are among measurements that can improve the body of the city for promoting and reinforcing safety feeling. The constant and active presence of policemen, the presence of people and their supervision, promoting the cultural level of people in the society, gathering and arresting gangs and offenders, making environments and spaces healthy, informing the public and public awareness, job creations for the youth,

solving income and inflation issues, religious practices and social context's reinforcement and strengthening are other factors that strengthen social safety and security and eventually cooperation sense, social interaction and the feeling of comfort, freedom of movement and the safety of the environment.

CONCLUSION

The results of this study indicate that women in urban spaces do not have the required necessary security and they feel insecure. The environment of the study, i.e., Noor Abad Mamasani, regarding its special characteristics, is in need of organization in relation to providing the safety and security of women residing in this region and urban management should consider providing women's safety in all its plans and programs given the widespread presence of women in towns and cities and looking at the events that happen to them.

SUGGESTIONS

Although, the present research was a primary step towards identification of the safety conditions of the environment, the following measurements can be suggested regarding the obtained results of the research for increasing the feeling of safety in urban environments. However, more studies and researches are required to be done in this field:

- Constant or continuous and active presence of policemen in environments
- Appropriate environmental conditions for the presence of people and public supervision (view from different aspects of space)
- Promoting the cultural level of people and religious and moral educations
- Making environments healthy and safe through gathering and arresting gangs and offenders
- Informing the public and public awareness
- Developing the youth's employment and occupation

For promoting the qualitative level of these spaces, the followings are suggested:

- Using modern technologies available in the field of equipping and developing green spaces
- Preparing the comprehensive design and plan of urban environments and developing urban spaces for women
- Proportional distribution of urban public spaces in residential areas

- Different time land uses so that there are active and light centers during day and night and land uses attracting and absorbing population in areas of the city with less commutes during day and night
- Service land uses such as parking, public phones, accessing public means of transportation, etc., in all urban spaces
- Avoiding creating dark and secret corners in urban spaces especially urban parks and streets
- Lighting at intersections and active parts in urban spaces at night and lighting fitted to pedestrians' movement
- Eliminating and organizing abandoned deserted and barrenlands in the context of the city
- Appropriate distribution of active and light places and parts along urban streets especially at night
- Equal distribution of different time land uses and audience so that it leads to different continuous events at urban streets during day and night
- Establishing activities related to citizens' daily life in some parts of urban streets
- Eliminating incompatible performances with the character of urban spaces

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