# PRISTINA PUBLIC SPACES











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# INTRODUCTION

The importance of public space, in Pristina and the world

## VALUE OF PUBLIC SPACE

Public space plays a vital role in the structure of cities. The quality of life in urban areas depends upon the availability of and accessibility to amenities and services. Public spaces provide leisure, and connect public infrastructure, commercial facilities and vital amenities. They provide a platform for public engagement, and communication between city authorities and citizens, NGOs, businesses, academia and civil society.

Public spaces are a key contributor to quality of urban life in cities. Cities that provide higher quality public space have been found to have improved indicators for the health, wellbeing and social lives of their residents. Well-functioning public spaces can also spur economic development, and increase creativity and collaboration in the private sector.

### Public Space and the Sustainable Development Goals (SDG)

In recent years, there has been a growing global awareness of the importance of public space. The increased attention to public space is reflected in the 2016-2030 Sustainable Development Agenda notably within Goal 11: 'Build cities and human settlements inclusive, safe, resilient and sustainable.' Indicator 11.7 elaborates that by 2030, cities should provide universal access to safe, inclusive and accessible, and green public spaces, in particular for women and children, older persons and persons with disabilities.

Access to safe public spaces is a basic human right, and these spaces must therefore cater to the needs

of all residents of a city or community. In order to ensure that the public space network within a city meets the needs of all residents, cities must commit to integrated and participatory mechanisms of planning, management and governance. Persons with disabilities and the elderly are often unable to enjoy full access to public space due to a lack of attention to their needs. Women and girls are often exposed to harassment and other forms of violence, which inhibits their right to public spaces. Special attention should be paid to the inclusion of people of different age groups, levels of physical ability and genders in the planning process.

#### **Barriers to Improvement**

In many parts of the world including Kosovo, good quality, relevant, and timely data on cities is missing. Additionally, there is often a lack of awareness surrounding the importance of inclusive design, and poor professional capacity to address this. These limitations impede progress in urban design, monitoring and reporting, and formulating policies. Despite considerable progress in recent years, entire groups of people are not counted and important aspects of people's lives and city conditions are not measured

This can lead to the denial of basic rights and impact the quality of institutional decision-making. This assessment attempts to generate needed data to evaluate Pristina's progress along those measures. It also provides recommendations on the design of safe, inclusive and accessible public space.

# A GLOBAL COMMITMENT



Globally, there is a growing awareness of the importance of public space in the lives of people. In 2015, for the first time, the United Nations adopted within its Sustainable Development Goals (SDGs) a commitment to improving public space. Through the New Urban Agenda, adopted in 2016, UN-Habitat proposed a set of targets for land allocation to various public spaces, streets, sidewalks, and green space in urban areas.

#### A LOCAL STRATEGY



In accordance with this global framework, UN-Habitat Kosovo developed the Public Space Programme, which aimed to influence the participatory development and delivery of public spaces throughout Kosovo, with a focus on improved safety for women and girls..



# **METHODOLOGY**

Conducting an in depth analysis of public space in Pristina, with particular attention to safety, inclusiveness, and accessibility.



# **APPROACH & LIMITATIONS**

#### **Public Space Profile of Pristina**

The public space profile was an output of the UN-Habitat Public Space Programme. It was the result of an extensive desk review of municipal documents on spatial planning made available, institutional setup, and public space initiatives as well as an indepth site analysis of the 5 sample public spaces in the city. The profile identified a clear need for a citywide survey of public space. This assessment is the result of that recommendation.

#### Aim

As recommended by the Public Space Profile of Pristina, the primary goals of the assessment were to establish data on the quantity and quality of open public and green spaces in Pristina. This could then inform strategic decisions on investments in the supply of new public space and the maintenance of existing public space. The analysis focused on the safety, accessibility and inclusiveness of public spaces, keeping in line with Sustainable Development Goal 11.7.

#### Scope

For the purpose of this analysis, public spaces are all places publicly owned or of public use, accessible and enjoyable by all for free and without profit motive, as defined within the Global Public Space Toolkit.

This profile focuses on six types of open public space including squares, municipal markets, city parks, community parks, playgrounds and sports fields. The analysis also includes an evaluation of the street, public transit, pedestrian and bicycle networks within Pristina.

#### Recommendations

Recommendations for the report were compiled using guidelines found in the New Urban Agenda and the Global Public Space Toolkit, as well as findings from UN-Habitat-Kosovo's Public Space Programme.

UN-Habitat Kosovo also collaborated with municipal officials, the University of Pristina, Kosovo Police and the Kosovo Womens' Network through workshops and meetings to set targets for improved public space provision and quality in Pristina.

#### **Way Forward**

This assessment is the first step in a process to track, monitor and continuously improve public spaces. It will allow the municipality to better understand the distribution, accessibility, and quality of public spaces and provide a basis for a strategy on public space acquisition and improvement.

This report is aimed as a launching pad for the development of concrete goals and a vision for the future of public space in Pristina. The recommendations provided within this document can serve as guidelines for the design of new public spaces, the upgrading of existing spaces, and the improvement of the street and pedestrian networks of the city.

### DATA COLLECTION

This report involved two kinds of analysis: an inperson survey of identified public spaces within Pristina, and a computer-based analysis of the public space and street networks.

#### **In-Person Survey**

The data for this analysis was compiled using a structured questionnaire with 62 questions on the amenities, accessibility, usage, comfort and safety of public space. The questionnaire was based on the findings of the public space assessments undertaken by UN-Habitat in Jianghan, China and Nairobi, Kenya, as well as a detailed review of the indicators identified in the Global Public Space Toolkit. Data collectors were asked to upload photos of the spaces they observed, in order to enhance the team's understanding of surveyed spaces.

The questionnaire was formulated by UN-Habitat staff, and uploaded into the Kobo Toolbox application. Data collectors were five university students, who answered the survey for each public space once during the day, and once at night. This survey was conducted in October 2018, and may be limited by weather conditions and user perception. A total of 43 public spaces were surveyed for this analysis, which comprised an area of 0.58 km².

#### **Computer-Based Analysis**

Data from the questionnaire was supplemented by geographical data obtained from the Municipality of Pristina. This data was carefully cleaned, then analysed using ArchiCAD, Depthmap, and GIS.

Factors determining the safety, accessibility and inclusiveness of public space were derived from the Global Public Space Toolkit, and supplemented by lessons learned through safety audits of public spaces conducted in Pristina.

#### **Public Space Analysis**

Public spaces were divided into two categories based on their operating radius, making a distinction between the public spaces mainly used by the surrounding blocks, or neighborhood level spaces (playgrounds, sports fields, and community parks), and those which serve as the main attraction points for the wider urban context, or city-level (city parks, municipal markets, and squares). Spaces were then analysed based on populations they were intended to serve.

Blocks were drawn within the street pattern of the city in order to facilitate analysis of proximity of inhabitants to key amenities, including bus stops and green space. Additionally, the team studied the urban tissues present within the city, and categorized them into three main forms. Samples from these areas were used to estimate SDG indicators regarding open public space and public green space within the city.

The municipal boundary within the Municipal Development Plan represents the planned urban area, much of which has yet to be developed. Therefore, it was necessary to create a functional urban boundary for the purpose of this analysis.

# **BACKGROUND**

A summary of research from the Public Space Profile of Pristina

### **PUBLIC SPACE IN PRISTINA**

#### **Public Space in Pristina**

The capital city of Pristina is the administrative and educational center of Kosovo. It contains a high concentration of institutions and international organizations as well as the biggest public university. It is located in northeastern Kosovo, with an area of 7768 hectares, including the urban and suburban area as well as the regional park of Germia. The city is widespread in an elevated terrain of 53-730 meters above the sea level.

The city has more than 163,000 (Census, 2011) inhabitants, which represent 82% of the municipal residents and approximately 25% of the urban population of Kosovo. More than 60% of the population is under the age of 35, while only 7% are 65+. The city is highly balanced in terms of gender with a male proportion of 50.05%. More than 25% of city users are commuters who come to the city daily for work, education, administrative purposes, recreation and family visits.

Pristina is the largest local economy in the country, and has 60% of the investment share. It is a service-based economy, with a concentration of ¼ of businesses, 8% of which belong to the manufacturing industry. The main economic activities in the private sector are trade, wholesale and retail. However, the public sector remains the main employer, with about 17% of the work force employed in the public administration and enterprises, 18% in education and healthcare and 19% in trade

The urban landscape of Pristina is a reflection of various cultural and political influences. Services are concentrated in the city center within the inner ring-road, while the surrounding area is mainly residential. There are three distinctive urban patterns that characterize the city: the historical center, the modern city, and the informal city expansion.

#### The historical center

The historical center of the city today is a dramatically altered version of the old town of Pristina. Much of the area has been rebuilt and densified in the past two decades, with limited consideration for existing urban amenities, including public space. One of the key remaining features is the urban tissue, characterized by an organic network of narrow streets and small districts composed of irregular plots.

The remaining cultural heritage comprises a number of buildings concentrated in the center, including residential units, sacral buildings and some public buildings. These remain detached from their surroundings.

#### The modern city

This is the core urban area of Pristina, and was developed from the mid 1950's up to the late 1990's. It has intruded on the organic growth of the old town, causing the destruction of the heart of the historical center of the city. The modern city consists of planned districts and residential neighborhoods.

#### The informal city expansion

The post-conflict period was characterized by a mass migration towards the capital city, accompanied by numerous informal constructions within the urban area and uncontrolled sprawl in all directions. These developments heavily impacted the urban landscape and the livability of the city, contributing to the degradation of peripheral agricultural land. Financial and diplomatic institutions became increasingly concentrated in the city center, impacting local market dynamics. Consequently, residential neighborhoods in close proximity of these specialized districts underwent informal functional transformations. Residential buildings turned into office space, cafes and restaurants, shops. The urban form of these areas also changed, with added infill, increased building height, and diversified architecture.

#### **Challenges**

Key environmental challenges for the city of Pristina are air and water pollution, primarily due to traffic and a major power plant located 8km from the city center, and the poor wastewater infrastructure and solid waste management.

#### **Mobility network**

Approximately 50% of the annual capital investment budget in recent years has been allocated for the construction of new roads and improvements of existing ones, including supporting infrastructure such as lighting, sidewalks and street furniture. A crucial problem for public service faced by the local administration is the lack of available municipal land and limited financial resources for land expropriation.

#### **Public transportation**

The local administration has initiated an urban transport programme to enhance the mobility plan of the city and improve the quality of physical infrastructure and service management.

The primary mode of transportation for residents remains personal vehicles. The only public transportation available is a network of 10 bus lines, concentrated in the city center. Despite the low coverage of the bus network, public transit use is high, with a reported 23.5 % of inhabitants regularly using buses. Public transportation is complemented by an informal shared taxi service along the most frequented bus lines.

#### **Public spaces**

Public space development has been an emerging priority for the local administration, especially in the past four years. An increasing number of projects have been initiated for the creation of new public spaces and the revitalization of existing public spaces, from street refurbishment to park upgrading.

Additionally, significant effort has been made to green the city, with over 1000 trees planted along streets and in open spaces. Fences around public buildings have been removed, improving access to a number of parks and green open areas. The installation of poles on sidewalks has further increased accessibility and safety for pedestrians and users by preventing car parking.

These interventions have contributed to an improved usability of space and quality of public life in the city.

### **INITIAL FINDINGS**

**Public Space Supply.** Public space supply in the city of Pristina is composed of forty-six places that can be grouped into six main typologies: squares, city parks, neighborhood parks, municipal markets, sports fields, and playgrounds. While squares, city parks and municipal markets serve the city as a whole, neighborhood parks, sports fields, neighborhood parks and playgrounds operate at the neighborhood level.

Plazas, which are spread across the core urban area, were not included in the analysis, but serve as important landmarks. Some (ex. "Newborn", "Mbi Kurriz", "Grand hotel") attract visitors due to regular cultural and social activities. Others (ex. "Te Qafa", "Bill Clinton") serve as transit areas or places for social gatherings.

There are also a number of informal social landmarks within neighborhoods, which are an important part of the urban fabric. These are characterized by informal activity, such as currency exchange and supply of low-income workers.

Indoor commercial centers are located in the southern suburban area of the city and in the neighboring municipality of Fushe Kosovo, and typically contain stores, markets, indoor playgrounds, restaurants and cafes. These facilities are increasingly frequented, especially during cold and rainy days. Both locations are important attractions and perceived as part of the city of Pristina

However, open public spaces remain the main gravitation pole, especially during warm days. More than 95 % of the identified public spaces are located on municipal land.

**Distribution and Connection.** The identified public spaces are concentrated in the core urban area. The main squares and the city parks are located in the northern part of the city center. The neighborhood parks, outdoor sports facilities and playgrounds are integrated within residential neighborhoods in the southern part of the city.

While the main squares and parks date from the early 1950s or the Ottoman period, neighborhood spaces have largely been constructed in the last decade. City parks, the main street "Divanjoll", "old bazaar", public baths, mosques and churches comprise the "historical city". The network of squares, alongside the outdoors sports facilities and playgrounds comprise the "modern city". The "modern city" and "historical city" are in close proximity to one another, but lack connection to the remainder of the city.

Most residents use private vehicles to access the public space network, although the bus network allows access to most spaces. Key challenges regarding safe movement are sidewalk width, sidewalks obstructed by parked cars, elevation of sidewalks in relation to the street level, and lack of ramps and public lighting along streets.



# **ANALYSIS**

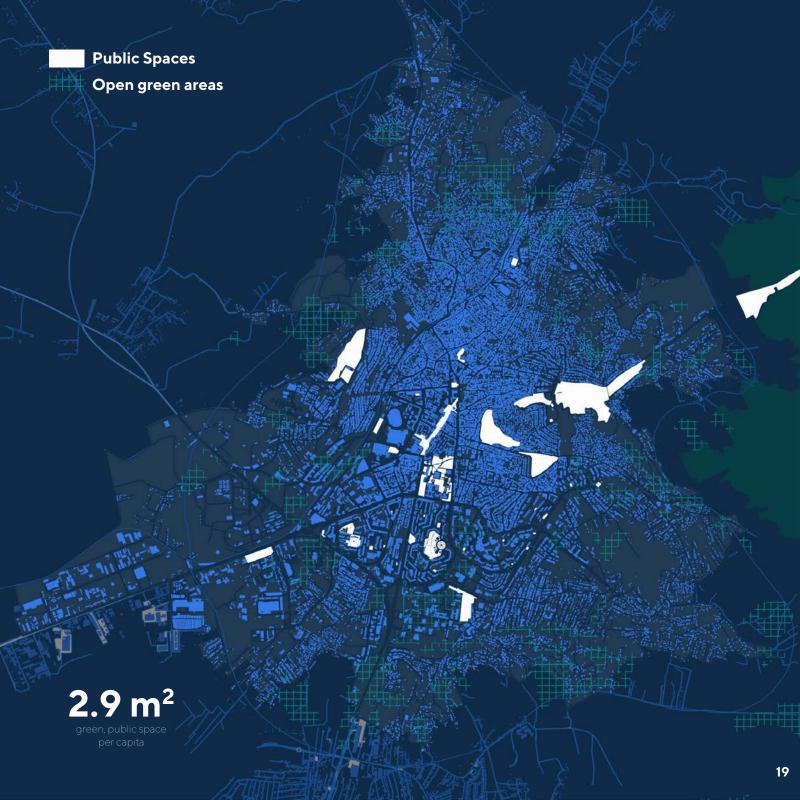
Assessing open public spaces in Pristina and analysing their importance

### **DATA ANALYSIS**

#### Systems of public space are vital to the health of their communities.

Quality public spaces improve people's health, social environment, and enjoyment of urban life. This analysis examines indicators established by UN-Habitat and the World Health Organization on the quality of public space, focusing on their greenery, safety, inclusiveness and accessibility, as per the Sustainable Development Goal 11.7.

- **1. Distributed open space** is essential to provide adequate public space for all residents of the city to access.
- **2. Ample green space** creates healthy environment, by providing opportunities for physical activity, reducing stress and reducing the negative impacts of pollution.
- **3. Well-connected, shared streets** allow for shorter travel times between services, and therefore increase access.
- **4. Mobility options and proximity** to public space are necessary in order to allow all people to access public space.
- **5. Comfort and usage** impact the perception of safety of public spaces, especially for women and girls.
- **6. Maintenance and inclusive design** are important considerations, as poorly maintained spaces can discourage users with disabilities, the elderly and children.



#### **Sustainable Development Goal Indicators**

This analysis estimates the share of public space in Pristina by sampling representative neighborhoods and extrapolating over the area of the city. City parks were removed for the analysis, then added back to establish an estimate of total public space. Three samples were examined, corresponding to the prevalent urban tissues: Tophane (historical center), Dardania (modern city), and Kalabria (post-conflict expansion).

#### **Tophane**

16% of Pristina's urban area

**27.7%** open public space

Tophane, the historical zone of the city, has a large density of private buildings. The streets are narrow and often occupied by illegal buildings. In many cases, houses are built on the edges of their plots to maximize internal space. The neighborhood is congested and concreteabundant. Tophane's open public space is 18.1% streets and 9.6% public spaces.

#### Kalabria



20.2% open public space

Kalabria, though developed recently, features narrow streets without sidewalks, and undeveloped open public spaces. The majority of the space is privately owned, mainly consisting of small houses. The area is not very dense, which provides opportunity for public space development. Kalabria's open public space is 14% streets and 62% public space

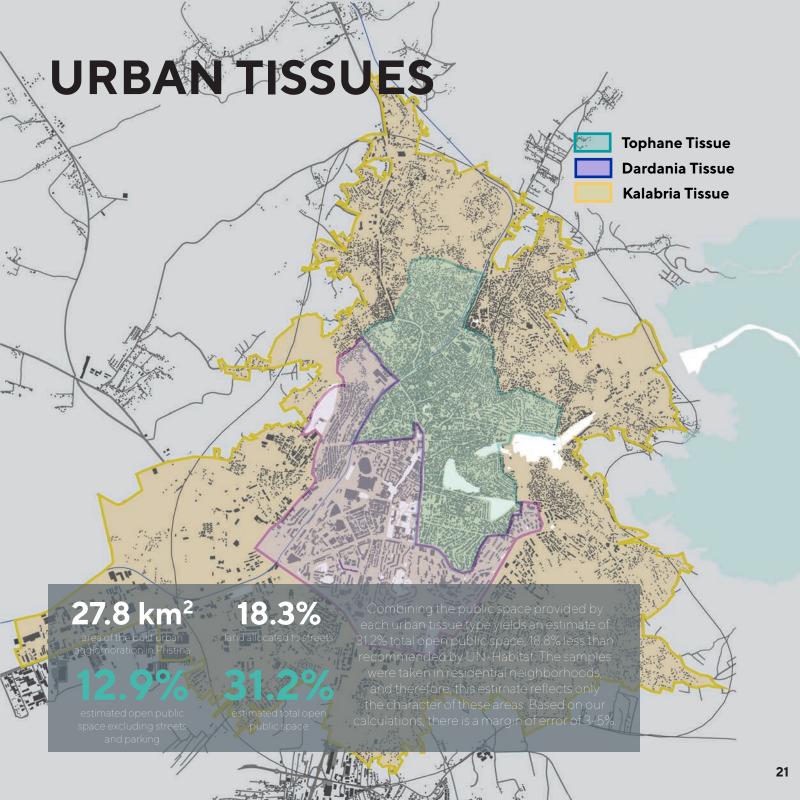
#### **Dardania**



**89.3%** open public space

Dardania, the modern city, has an abundance of open public space, primarily streets, parking lots and open green spaces. The built up area consists of mixed use apartment blocks. The dominance of streets and parking lots is undermining somehow the space given to open space for recreational purposes. Dardania's open public space is 39.4% streets and 49.9% public space.

UN-Habitat guidelines: 45% of land allocated to public space, with 30% for streets and sidewalks, and 15% for open spaces, green spaces and public facilities.



# STREETS AS PUBLIC SPACES

Streets are multi-functional public spaces, operating as meeting places, landmarks, and spaces for parades, public gatherings, protests, and markets, as well as pathways for communications, water and power supply, and drainage. Therefore, it is vital that they are well-connected and integrated. It is important to understand these key social roles alongside their primary use, to facilitate transportation of people and goods. Streets must be shared between public transit, personal vehicles, pedestrians, bicycles and other available modes of transportation. This enhances mobility options, and increases their functionality as social spaces.

The pedestrian network represents the portions of streets with sidewalks, and pedestrian-only areas throughout the city.

UN-Habitat guidelines: 80-120 intersections per km², 18km of street length per km² of city area.

### STREETS AS A NETWORK

The analysis of the street network took place in two parts. The street network configuration was analyzed using a space syntax analysis in DepthmapX. The topological and geometrical potential of the network was determined through an analysis of connectivity, integration, and phote. Then, intersection density analysis was conducted for pedestrian and vehicular networks. Connectivity Street connectivity measures how many streets connect to a given street. Areas with high connectivity have potential for more efficient mobility options. Areas with low connectivity require investment to create a greater number of through streets. Pristina's street configuration reflects its non continuous planning process. This has resulted in a haphazard street pattern and increased walking and driving distance between destinations. Higher levels of connectivity occur in small pockets throughout the city, near the city center and in portions of the planned neighborhoods, but there are no large areas with high connectivity

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#### Integration

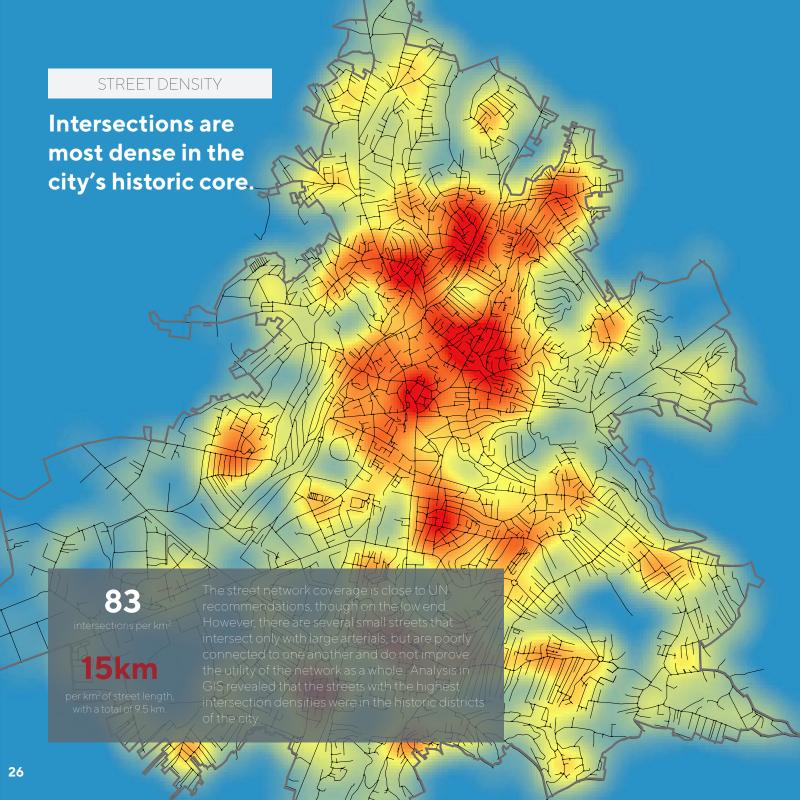
Street integration measures how central a street is to a network. Higher values are related to higher numbers of people likely to be in a given space, and higher potential for commercial activity and increased pedestrian presence.

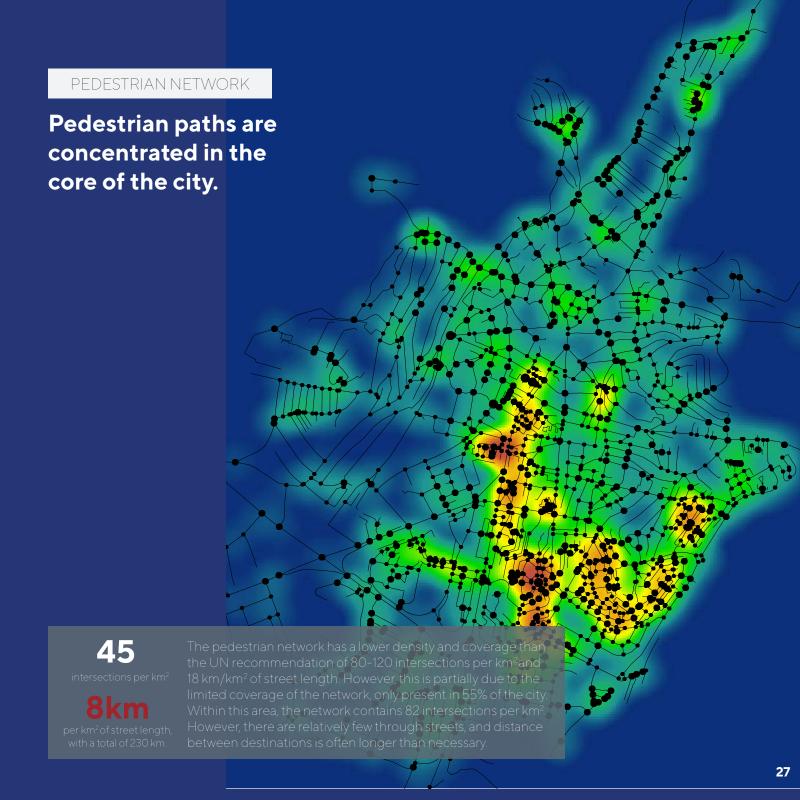
The analysis shows that the most important streets are along the ring road and around the urban core of the city, where the pedestrian network is present. There is potential for increased development of commercial centers around the city, in areas noted in the map above with high levels of integration.



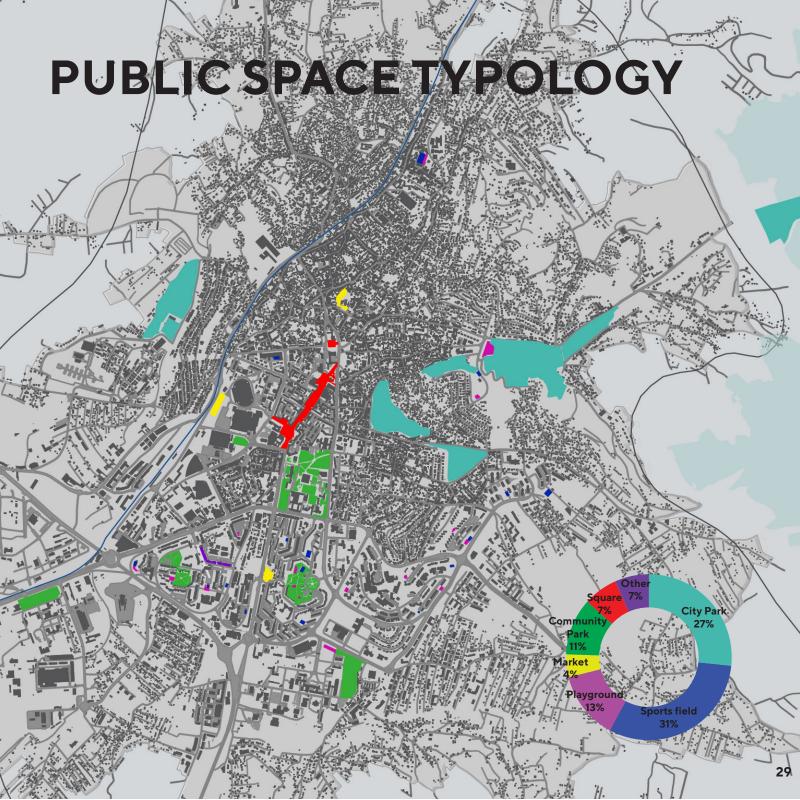
# Choice Choice measures how often a street is part of the shortest paths within spaces. If streets with a high value of choice were eliminated, the city would be difficult to access. Choice forecasts higher vehicle and pedestrian movement and lower travel time. In Pristina, there are few streets with high values of choice (namely large thoroughfares) which are likely very busy and frequently congested. Travel times are therefore high between destinations. Public spaces near streets with high choice value, like the Campus or Fontana, are likely to have more people passing by.

high









#### CITYWIDE PUBLIC SPACES



#### **City Parks**

Parks are highly valued by inhabitants of Pristina. They offer a wide range of acitivities, including chess, cycling, football, walking and socializing. Though numerous, they cover a small portion of the city and are not distributed proportionally.



#### **Squares**

Pristina has five squares located in the core urban area, four of which are connected by a promenade. The squares are well-integrated in the mobility network, both pedestrian and transit. They are experienced as a contiguous space.



#### **Markets**

Pristina has five permanent markets, green markets, a wholesale market, and a flea market; and a mobile market. Green markets are close to the main urban area. The remainder are well-distributed throughout residential areas.

#### **COMMUNITY PUBLIC SPACES**



#### **Playgrounds**

Playgrounds are mainly distributed in the planned neighbourhoodsof Dardania, Ulpiana and Sunny Hill. They sit between residential buildings, creating easy access for inhabitants. They usually share the same design and amenities.



#### **Sports Fields**

The most common public spaces are sports fields, of which there are 17. Except two tennis fields, all of these are basketball courts, and are primarily found in planned neighborhoods. Many are difficult to access for persons with disabilities



#### **Community Parks**

Community parks are key urban features, which constitute an important part of urban life in Pristina. These are well-distributed throughout the city. However, the periphery lacks access. Urban green areas with amenities were included here

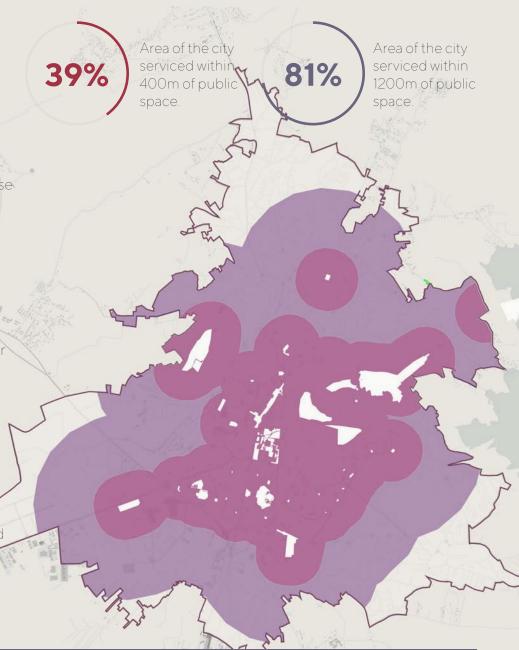
# **PROXIMITY & CONNECTIVITY**

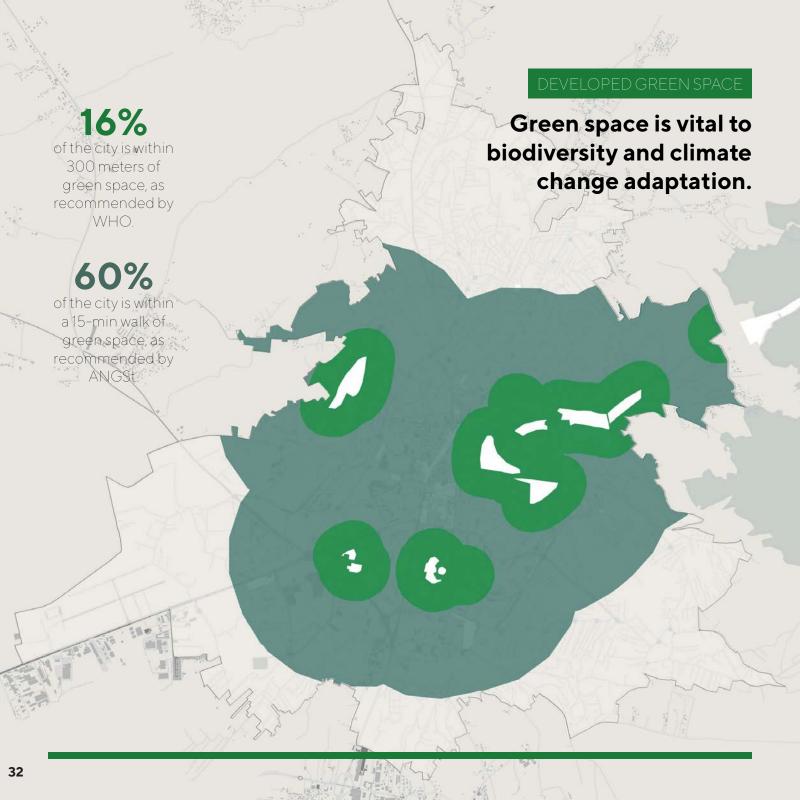
Proximity of public spaces to neighborhoods, residences and public, commercial and cultural services is a key indicator of accessibility.

Ideally, each resident of a city has access to public spaces within walking distance. This is the purpose of neighborhood public spaces. For this study, we have calculated proximity to public spaces within 400m, or a 5-minute walk, and within 1200m, or a 15-minute walk.

Most areas are in close proximity to at least neighborhood-level public space. However, due to poor connections in the pedestrian network, especially around the periphery, this often does not translate into walkable access.

Connectivity between public spaces and facilities is another key indicator of the quality of urban life in a city. Many of the identified city-level public spaces are located in close proximity to the main economic and cultural facilities. However, no obvious connection is noted between different public spaces







# **MOBILITY & ACCESSIBILITY**

Mobility is the ability and ease of moving people and goods around a city. Accessibility refers to the quality of that travel, including options, costs and risks. Access is dependent on gender, physical ability, socio-economic status, and age. Access near and within public spaces was evaluated for pedestrians, bicyclists, wheelchair-users, and buses. Researchers also looked for signage, which makes spaces more readable.

The street network of Pristina enables direct motorized access to all identified spaces. Personal vehicles remain the primary transportation modality for residents. Nonmotorized access is limited, and spaces are difficult to access by walking due to poor pedestrian infrastructure. This can be an issue especially for parents, the elderly, and persons with disabilities. Additionally, there are only 1.3km of dedicated bicycle lanes, along a single road.

Public transportation in Pristina consists of a network of 10 bus lines, which enable access to the main squares and most city parks. However, these are underutilized due to erratic schedules and the lack of coverage to many residential areas. The Traffiku Urban mobile application was developed in collaboration with the municipality to combat the irregularity of the bus schedules, and tracks the four publicly managed buses. However, it is not user-friendly, and does not contain the schedules of buses. Buses also lack access for persons with disabilities.

Mobility options are limited, meaning that spaces are often inaccessible for some users.



Only 21% of spaces were evaluated as having adequate access for wheelchairs



Just 7% of spaces contained bicycle parking or dedicated lanes for bicycles.



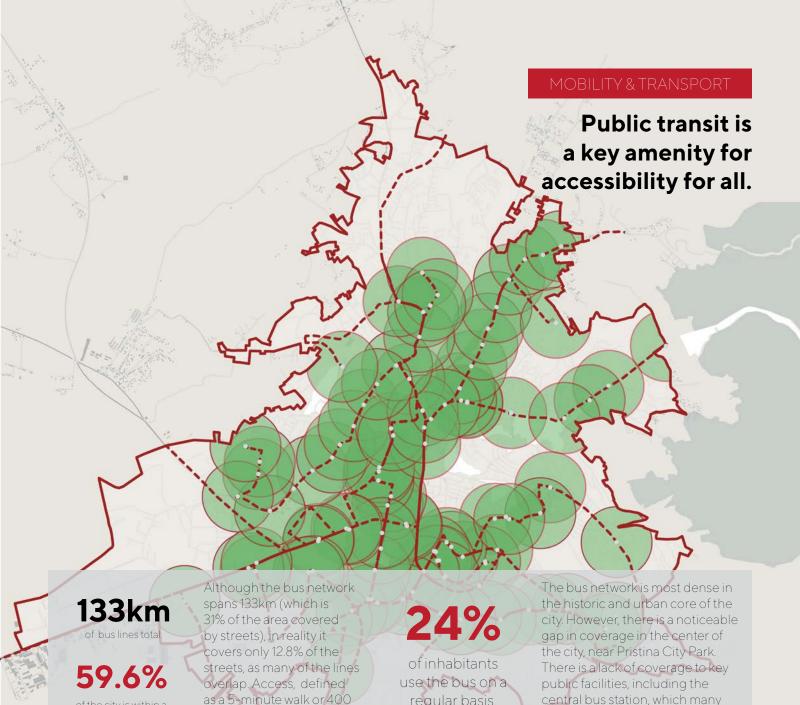
**37%**Were perceived unsafe from vehicular traffic.



**26%**Contain
location-related signage.



100% Located within a 5-minute walk of a bus stop.



regular basis.

of the city is within a

5-min walk of bus stops.

meters, is limited to 59.6%

of the city.

central bus station, which many use for daily commutes to work

and family visits.

# **COMFORT IN PUBLIC SPACE**

Comfortable public spaces provide higher value to residents of the city, community and neighborhood of the public space. There are several important factors that determine whether or not a public space is perceived as comfortable to its users:

- Provision of plentiful seating space;
- Comfort from the natural environment, including shaded areas:
- Cleanliness and maintenance of public space;
- Comfort from noise levels.

Researchers evaluated the quality of each of these, and rated each space based on its comfort both during the day and at night. Only 35% of spaces surveyed were perceived as comfortable during the day, and 29% at night.

Many spaces that were evaluated as uncomfortable due to inadequate provision of amenities, lack of usage, and poor attention to maintenance. Several spaces also had poor accessibility, and were uncomfortable due to noise and safety concerns from nearby traffic. The vast majority of the spaces perceived uncomfortable were also perceived as unsafe, pointing to a strong correlation between the two, especially for vulnerable groups such as women and girls, the elderly, children and persons with disabilities.



26%

Of surveyed spaces had uncomfortable levels of noise

#### **NOISE & DISCOMFORT**

Noise can be an important factor in the comfort levels of public space, especially for children. In children, chronic exposure to high levels of noise is correlated with elevated stress levels and poorer memory recall. Excessive noise from streets and transportation can cause discomfort, and reduce the positive health benefits from public space.

Additionally, it has been shown that long-term exposure to noise levels above 75dB hampers hearing and negatively impacts both physical and psychological health.



Were reported as having a bad odour.



Contained vandalism, or destroyed amenities.



Had garbage littered on the ground outside of bins

#### COMFORT



#### 100%

of public spaces perceived 'very comfortable' contained seating furniture in good condition

# Comfortable public spaces have key traits in common.



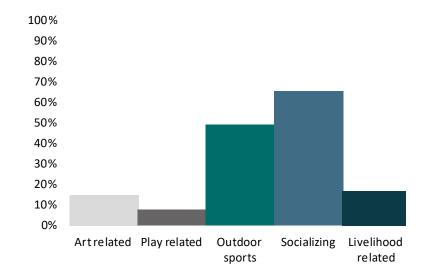
#### 64%

of public spaces perceived 'very comfortable' did not contain uncollected garbage. One of the most significant factors in the comfort of public spaces evaluated was the presence of other people. 91% of public spaces perceived 'very comfortable' had at least 5 people present when surveyed. This is a breakdown of the uses in those spaces.



#### 59%

of public spaces perceived 'very comfortable' contained shaded and grassy areas.





#### 88%

of public spaces perceived 'very comfortable' were also perceived 'very safe' at night.

## **AMENITIES & MAINTENANCE**

#### **PRESENCE OF AMENITIES**

**81%**Seating furniture



77% in good condition

**67%**Garbage bins



48% in good condition

28% Water taps



26% in good condition

**5%**Toilets



2% in good condition The presence of infrastructure and amenities in public spaces that provide comfort and safety to users encourage use of these facilities. Regular maintenance of this infrastructure is vital in promoting continued use of public space and social interaction within a city.

Seating is one of the most important features in a public space, as it allows for passive users. Seating furniture is vital for the ability of the elderly to use spaces comfortably. In Pristina, most public spaces contained seating furniture. Although there was some damage to seating furniture in 37% of public spaces with this amenity, the majority of seating furniture remained in good condition.

Water taps and toilets were found to be severely lacking in public spaces, with only 28% and 5% containing these amenities, respectively. Only one public space, a park, contained toilets in good condition. Water taps and toilets are especially important to the enjoyment of public spaces by the elderly and children, as well as transient populations and tourists

Almost half of public spaces contained vandalism, in the form of littering and destruction of public amenities. This results in a lower perception of comfort and inability to use the space. Many of the neighborhood public spaces were visibly neglected, leading to lower usage of and perceived comfort in these spaces.





## **USE ASSESSMENT**

The primary goal of a public space is usage by residents of the city, community or neighborhood in which the space is located. Cities should contain public spaces that allow a diverse group of users to spend time performing a wide variety of activities, both passive and active. In Pristina, 72% of spaces contained people passively engaged, and 53% contained people actively engaged. Most public spaces in Pristina are heavily used by a wide variety of users, and are clearly valued by residents.

Spaces were grouped into three categories: (1) monofunctional, limited to one activity; (2) multifunctional, different activities at different times of day; and (3) plurifunctional, different activities at the same time. Monofunctional spaces were generally perceived as less comfortable and safe than plurifunctional ones in Pristina. Spaces were further categorized into containing organized (planned) activities, or unorganized (spontaneous) activities, such as performances, play-related activities and socializing. Most places (91%) had only unorganized activities, the most common of which was socializing. Outdoor sports activities, including jogging, bicycling, and active sports, also featured prominently, present in 49% of Pristina public spaces. Organized activities included livelihood-related and art-related activities, primarily exhibitions, performances and vending.

Mixed and diverse uses in public space greatly increase perception of safety. Only 14% of spaces were abandoned both during the day and at night. All of these spaces were rated as "unsafe". These spaces represent an opportunity to develop and improve the public spaces in Pristina, thereby making residents feel safer. Children, the elderly and women are often restricted from using public spaces due to fear of crime and violence. Physical changes to spaces and promotion of organized activity can help attract more visitors and allay fears.



**81%** of public spaces contained multiple users.



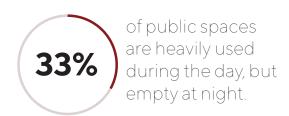
**72%** contained children and families.



## SAFETY IN PUBLIC SPACES

Safety in public spaces is an important element of the quality of urban life. Perception of safety and fear of violence remains a major barrier to the enjoyment of public space for many people, especially vulnerable populations. For women and girls, this fear is often exacerbated by fears of sexual harassment and even violence

The image of a public space is a major factor in whether or not people will use the space. In Pristina, our analysis found that 71% of the public spaces are perceived as unsafe at night. Many of the spaces (60%) lacked adequate lighting, and almost none (2%) possessed safety infrastructure, in the form of CCTV cameras, emergency signage, or security personnel.



Of these, 79% have little or no functional lighting. These represent popular public spaces that would benefit greatly from even modest investments in lighting and improved safety infrastructure.

#### **GENDER-BASED VIOLENCE AND SAFETY**

For women and girls, fear of gender-based harassment or violence is a major determinant to the feeling of safety and security in public spaces. The United Nations prioritized this issue in their Sustainable Development Goals 11.7 and 5.2, which address sexual harassment and violence in public spaces.



37%

of public spaces were perceived unsafe from gender-based harassment or violence.

#### **75**

average monthly reports of personal crimes (including kidnapping, robbery, and sexual harassment) in 2018. Of these, more than half were threats, and almost a third were assaults. Almost 70% of threats took place in public spaces.

#### **SDG INDICATOR 11.7.2**

SDG target 11.72 is to elimate sexual harassment and violence in public spaces As noted by Kosovo police, most sexual harassment cases fail to constitute crimes, and therefore are not registered as such. Sexual harassment is also underreported, leading to a poor understanding of the extent of the problem.



## CONCLUSIONS

Measuring safety, inclusiveness and accessibility.

## SAFE, INCLUSIVE, ACCESSIBLE:

#### LOCALIZING THE SDGs IN PRISTINA PUBLIC SPACES

The primary goal of the citywide public space assessment of Pristina was to examine the quality, distribution and accessibility of public spaces in the city. The quality of public spaces here is determined by their safety, inclusiveness and accessibility. These indicators, adopted within the Sustainable Development Goals, reveal the value of a space for all users, and particularly those most marginalized within a community. In order to assess these indicators, the UN-Habitat team created a set of indices to measure them.

Damage to amenities, incidence of crime, quality of lighting, presence of monitoring equipment (such as CCTV cameras), and perception of safety (including from gender-based violence and traffic) were taken into consideration to create a safety index. More than half of spaces in Pristina are rated unsafe

Improved maintenance and lighting and increased programming would dramatically improve safety in most of these spaces. Zones around children's playgrounds, parks, schools, and community centers require special attention to pedestrian safety. Children are more vulnerable than adults to collisions with motor vehicles, because their activities and movements are more unpredictable.

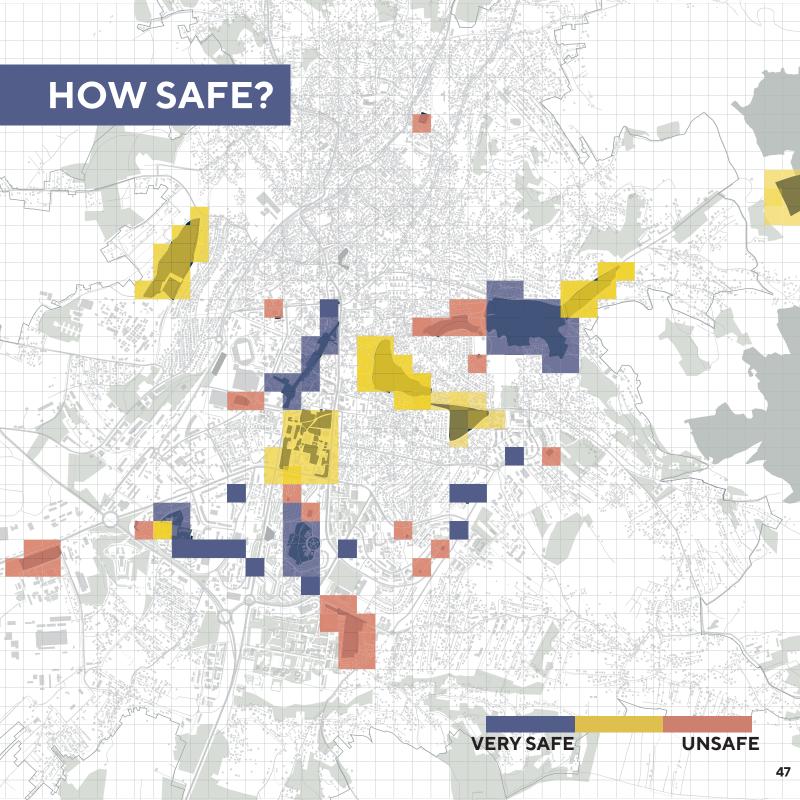
The inclusiveness index took into consideration provision and maintenance of key amenities, such as water taps, toilets, seating, signage; variety of

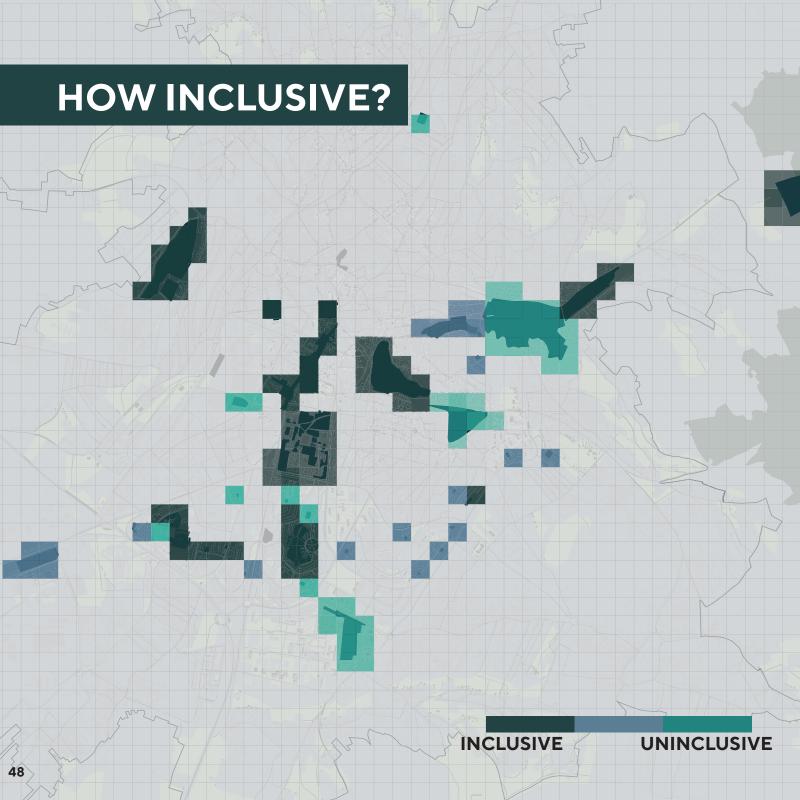
activities; levels of usage; and comfort. Social inclusion through design allows people, regardless of age, gender, or physical ability, to feel that they belong to the larger whole, and can participate in civic and urban life. Research from Good Practices in Accessible Urban Development reveals that there is little additional cost to inclusive design, and much to be gained.

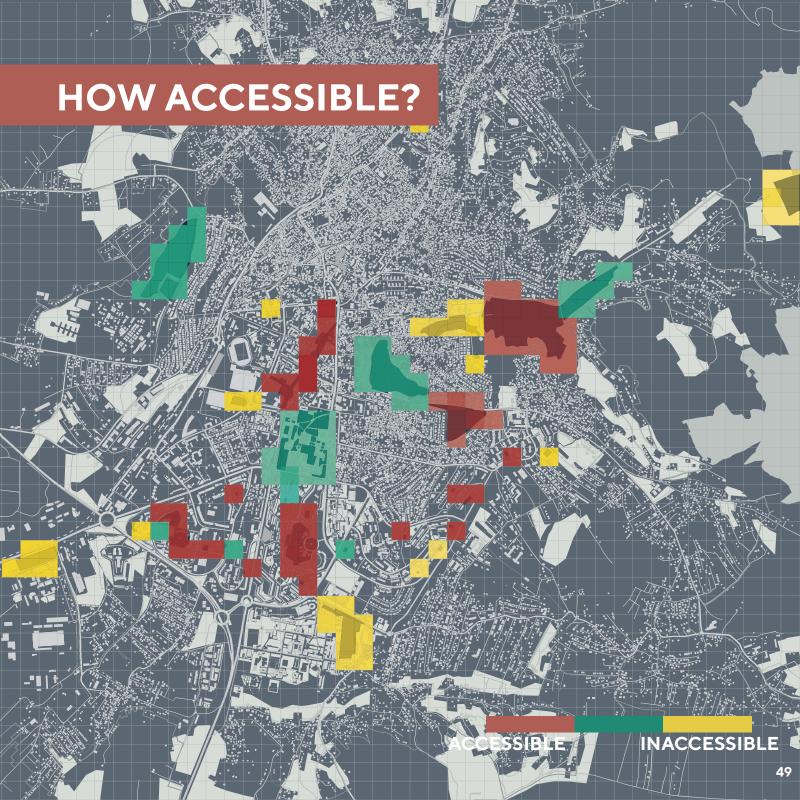
"Urban infrastructures, facilities and services, if designed and built following accessibility or inclusive "universal design" principles from the initial stages of planning and design, bear almost no or only 1% additional COSt" (Good Practices of Accessible Urban Development, 2016)

Accessibility and inclusiveness go hand in hand in enabling residents of a community to use and enjoy public space. An equitably distributed public space network ensures that all residents of the city are able to take advantage of public spaces.

The accessibility index took into account the connectivity and integration of the surrounding street network; the proximity of bus stops; and access for multiple modes of transport, including pedestrians, bicyclists, wheelchair users, and vehicles. Accessibility could be improved upon through a greater connectivity of the street and mobility network to allow more residents access to public space.







## RECOMMENDATIONS

Envisioning sustainable, resilient and healthy public space in Pristina.



## **NODES, EDGES AND PATHS**

#### THE IMAGE OF THE CITY OF PRISTINA



#### STRENGTHEN NODES

#### Make improvements to existing space, and create new spaces.

Budget for the maintenance of public spaces, prioritizing those that are highly frequented, those in underserved districts, and those with quality public transit from underserved districts. Focus on improvements to the safety, comfort and inclusiveness of these spaces, and add amenities important for the elderly and persons with disabilities. Redesign existing municipal land, around public facilities, schoolyards, and in undeveloped open green areas.



#### **CONSOLIDATE EDGES**

#### Create continuous public spaces within neighborhoods.

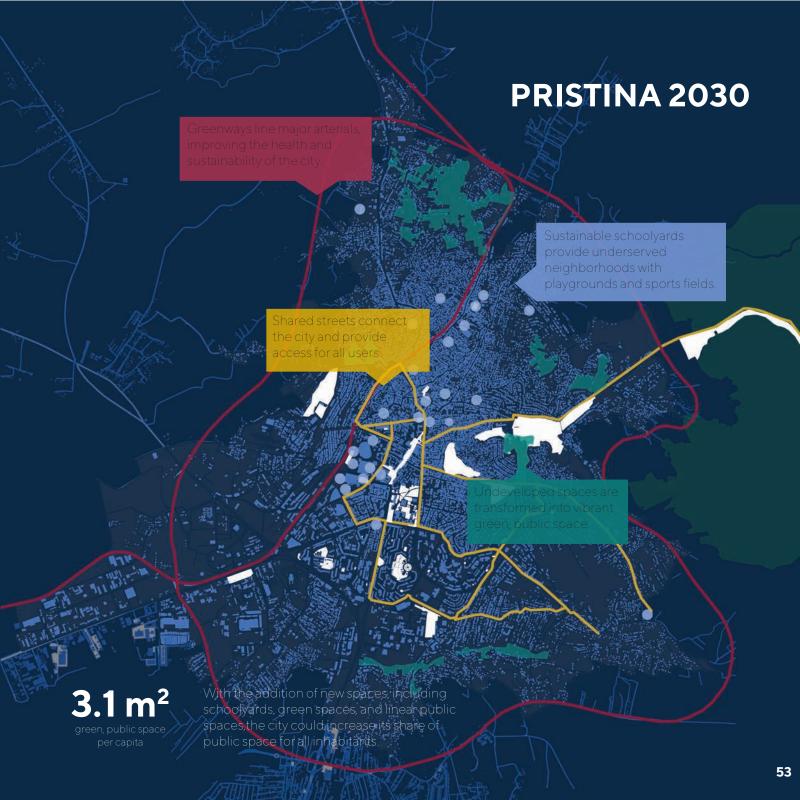
Define residential neighborhoods, and consolidate open public space within them, with the goal of creating a continuous experience for residents. Ensure that there is adequate neighborhood public space provided within each suburban district, focusing on the development of playgrounds and sports fields. Develop pocket parks and public spaces within residential areas, adding to the character of neighborhoods.

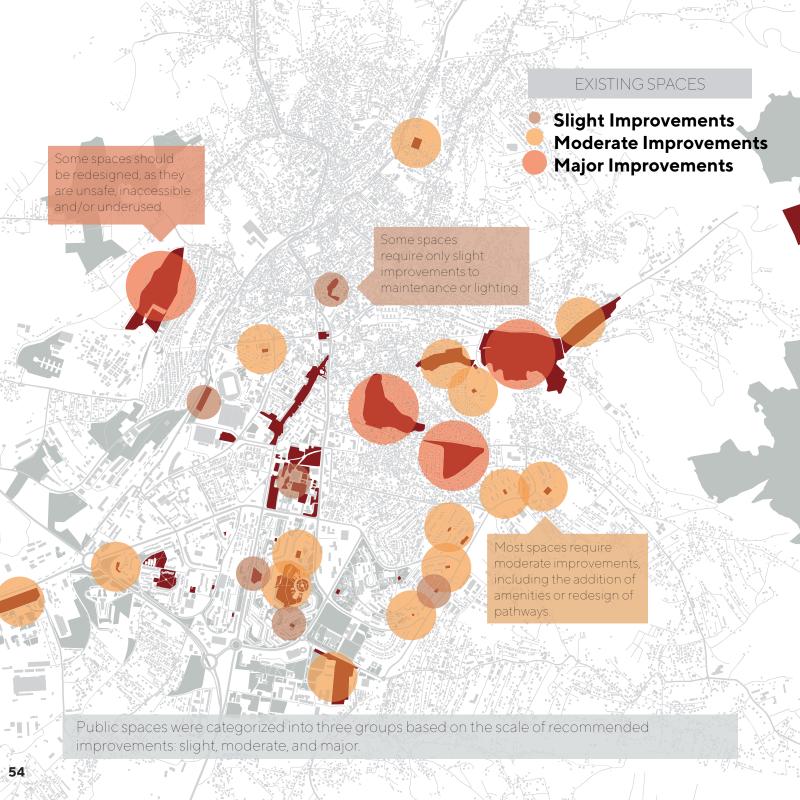


#### **CREATE CONTINUOUS PATHS**

#### Connect the citywide network of public spaces.

Improve pedestrian and street connectivity in areas with low walkability. Ensure access to the urban core and citywide public spaces via public transit along key corridors. Focus on enhanced connectivity in areas that are close to existing and planned public spaces and bus stops, but have low intersection density. Remove barriers to walkability and accessibility for persons with disabilities by creating inclusive corridors.





	Common Issues						
	Poor Lighting	Poor Maintenance	Lack of Amenities	Low Usage	Poor Accessibility		
Citywide Parks							
	✓	✓			<b>✓</b>		
Recommendations: Mo valued within the city, b be greatly improved wit streets. Pedestrian path to activate parks would	ut are often seen as th better, pedestrian as within the parks s	unsafe or uncomfon-friendly and acces hould also be made	rtable, particularly sible connections	at night. Many of the to nearby public spa	ese spaces would aces, facilities, and		
Squares & Bouleva	rds						
					<b>✓</b>		
Recommendations: Sq another, and create a se could be improved thro	ense of place within	the city. The access	ibility of this netwo	rk of spaces for pers	ons with disabilitie		
Markets							
		✓			✓		
Recommendations: Soluncollected garbage arwithin the markets are r	nd a bad odour. Add	ditionally, accessibili					
Neighborhood Par	ks						
	<b>✓</b>	✓	✓				
Recommendations: Mo to damaged amenities a							
Playgrounds							
		✓					
Recommendations: Sol population of children a							
Sports Fields							
	<b>√</b>	✓			✓		
Recommendations: Macourts, and are poorly n							

### STRENGTHENED NODES

Redesign green areas identified within the Municipal Development Plan to increase the supply of citywide green public spaces. The Municipal Development Plan identified several undeveloped green areas which can be utilized to provide additional public space. Spaces in areas with low access to public space should be prioritized. Parks are heavily used public spaces in Pristina, but there are too few of them, and areas on the periphery of the city lack access to green space. Parking lots and municipally owned hard surface land can be repurposed to create squares in highly populated areas of the city.

Repurpose public land to create more playgrounds and sports fields. Playgrounds and sports fields are heavily concentrated in the planned neighborhoods of Pristina. Space in school yards, public facilities, city parks and even parking lots can double as playground space, if some investment is made in appropriate equipment, pathways and safety measures.

## Prioritize accessibility for persons with disabilities in new and existing public spaces.

Research done by Rozafa Basha on the state of public space access for persons with disabilities in Pristina found that many interventions by the municipality were inadequate; ramps were often too steep, curbs too high, and tactile strips absent. Most public facilities, including buses and toilets, were completely inaccessible for wheelchair users.

Additionally, there were no accomodations at intersections, stairs or lifts for persons with visual impairments. In new spaces, inclusive design is inexpensive, and creates spaces that are more comfortable for all users.

### Prioritize the maintenance of public spaces identified as unsafe or uncomfortable.

Public spaces in Pristina show patterns of poor maintenance and lighting, and therefore low usage in evening and nighttime hours. Making even minor improvements to the lighting and amenities provided in public spaces identified as the most unsafe and uncomfortable for users will dramatically improve the quality of urban life in the city.

Redesign city-level parks and activate them with planned activities. Though many citywide parks are viewed as unsafe or uncomfortable, they are highly valued by the community, and therefore have the potential to become vibrant places. The city could also organise or encourage the organisation of activities within these spaces to increase the diversity of uses.

### Use participatory planning approaches to redesign and transform priority public spaces.

Participatory planning is an important tool in designing public spaces that serve all users. Involving a diverse group of stakeholders of different ages, genders and physical abilities will foster a sense of ownership, encourage usage, and result in a more inclusive design.

#### **CASE STUDY**

#### Participatory planning for Pristina City Park

Participatory planning is an essential tool to make urban governance responsive, transparent and accountable. Participation in local governments empowers communities, builds social capital, and results in better design of urban projects, as citizens' concerns are integrated into the designs of public spaces.

#### **Community Outreach**

Informed and invited the community to participate in the safety audit walks and Minecraft Charrette. Engaged multiple subsections of the community, to involve people of all ages, levels of ability and genders. This leads to an inclusive design that will be used by the community.

#### **Minecraft Charette**

Engaged the community, particularly women and girls, in designing a safe and accessible City Park using the Minecraft game as a design tool. This allowed all community members, regardless of design experience to participate and therefore create a sense of ownership.











#### **Site Selection**

Initiated a dialogue at the central level on the current state of safety from sexual harassment and other criminal offences in public spaces in Pristina. Identified hotspots for sexual harassment and crime in the city, leading to the selection of the City Park for redesign

#### **Safety Audit Walks**

Identified unsafe areas within the selected sites, and evaluated perception of safety. Highlighted contributing urban factors and recommendations for improvements of urban conditions, by involving people of all ages, levels of ability and genders.

#### **Concept Design**

Worked with a group of students from the University of Pristina to conduct additional technical assessments of the site, and combined the findings and recommendations from safety audit walks and the Minecraft charrette to create an architectural concept design.

#### CASE STUDY

## Accessing latent supply in Kosovo schoolyards

In lieu of purchasing new land, there are opportunities to use existing municipal land to create vibrant public spaces. These spaces can be parking lots, vacant green areas, recaptured street space, and spaces surrounding public facilities, such as schoolyards.

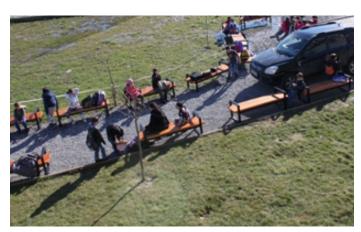
Through the Municipal Spatial Planning Support Programme implemented by UN-Habitat and financed by SIDA, many municipalities chose to develop the environment around schools. Schoolyards in Junik, Rahovec, Hani i Elezit, Mamushe and Gracanice municipalities have been turned into areas that both schools and communities can use.

Sustainable Schoolyards provide students with places to learn and socialize, and promote inclusiveness and a sense of place. The schoolyards also serve the neighborhood as spaces for public meetings, cultural activities, gardening and recreational facilities.

These projects have proven successful in addressing scarcity of municipal resources, namely limited land available for public spaces investment and maintenance. The planning process for the projects was inclusive and participatory, ensuring that everyone in the community (especially the students) would be able to use and enjoy the completed spaces.









## **CONSOLIDATED EDGES**

**Define neighborhoods.** Neighborhoods in Pristina are often drawn separately for different purposes and/or plans. This disjointed approach in planning and design has led to loosely defined and structured neighborhoods. Neighborhoods should be clearly delineated within the city, and boundary definitions used across departments and plans.

**Prioritize multifamily and mixed residential blocks.** Multifamily and mixed residential blocks, where inhabitants have little to no yard spaces, should be prioritized for the creation of new neighborhood public space.

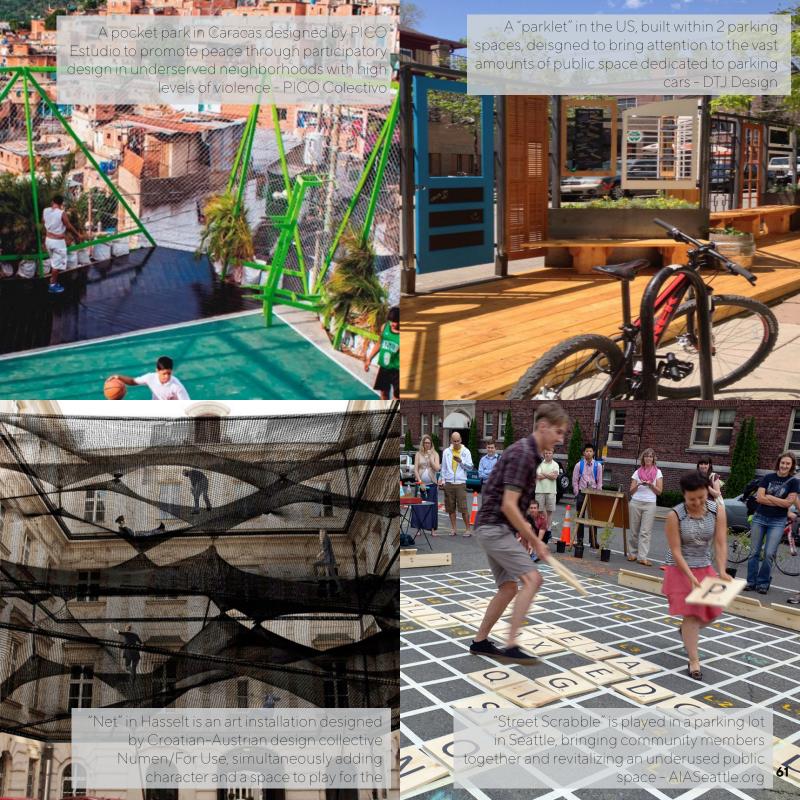
Redesign neighborhoods to incorporate public space within blocks. Many newly developed, unplanned multifamily neighborhoods were configured with no thought to the empty spaces between apartment buildings, and therefore have little to no neighborhood public space. These neighborhoods need to be completely transformed, such that all residents have access to parks, playgrounds and sports fields.

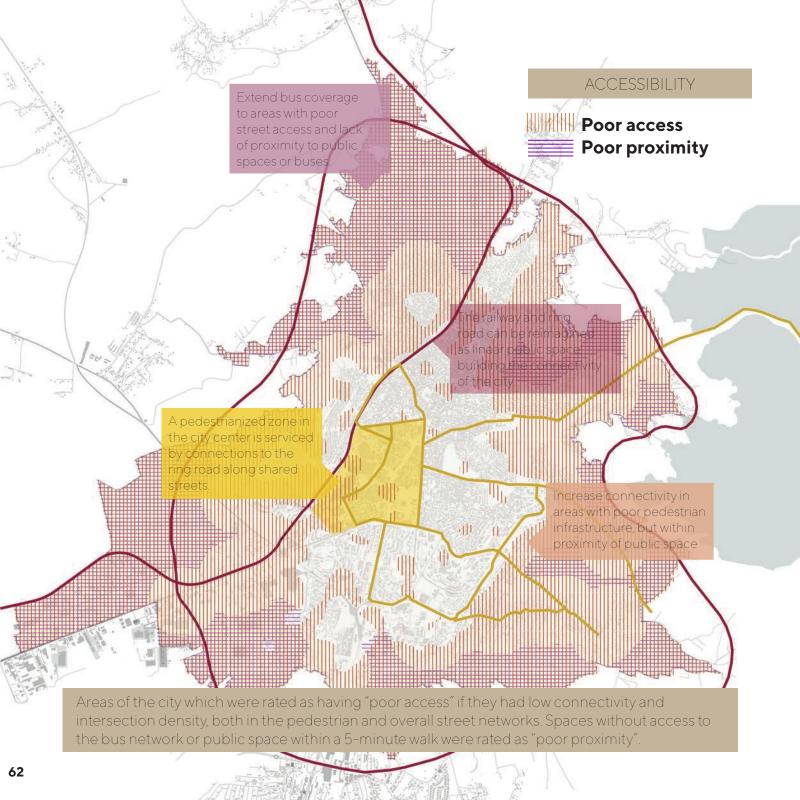
Regenerate and consolidate neighborhood public space in areas with disconnected and inaccessible open space. As noted in the SDG mapping analysis, some neighborhoods (specifically those in Dardania) contain ample public space, but due to the lack of a coordinated approach in neighborhood plannig and design, there has been little attention paid to the cohesiveness of these spaces. These spaces should

be reinvented and public space consolidated.
Barriers hampering accessibility should be removed, and the neighborhood should function as a cohesive whole. Each neighborhood should be given ample public space, in the form of community parks, playgrounds and sports fields.

Ensure adequate provision of public space in new developments. Areas that are planned or currently under development can be much more easily modified to include public space. Per UN-Habitat guidelines, new developments should have 50% of the neighborhood area dedicated to open public space.

Create pocket parks in neighborhoods with lower shares of public space. Pocket parks are small unused urban areas that have been converted into public spaces. These can be created in small portions of the road, in parking lots, parking spaces, industrial areas, abandoned lots, etc. They should be easily visible from the street or highly frequented areas within a given neighborhood, preferably near a commercial zone. The components used to create these can be low cost, and even temporary. Pocket parks typically contain some form of pavement treatment, colorful designs, street furniture, street calming measures, street lighting and urban greenery. They should be low maintenance, and are easy and low-cost ways to activate neighborhood spaces and improve perception of safety and comfort.





## **CONTINUOUS PATHS**

Connect main thoroughfares to the existing and planned network of public spaces. Public space in Pristina is fragmented, and citywide spaces are often underused due to a perception that they are too far from residents. Although the historic core and city center have connections to commercial and social centers of the city, the periphery lacks cohesiveness both within neighborhoods and from smaller neighborhoods to the city center and historic district

Improve pedestrian connectivity in areas with low walkability, Prioritize improvements in areas that are in close proximity to bus stops or existing and planned public spaces. Pedestrian connections in these locations could dramatically improve access to public space. Streets provide access to all aspects of urban life. Higher levels of connectivity, smaller block patterns, and a greater number of intersections allow for shorter travel times, especially for pedestrians and bicyclists.

Improve access between the inner and outer ring roads. Create a well-defined ring road system, with connections leading into public facilities, spaces and key destinations within the city. This will improve access, relieve congestion, and shorten travel times for residents.

Increase the coverage of the bus network in places with low access to public space. There are portions of the city, largely along the periphery, which are completely disconnected, and have

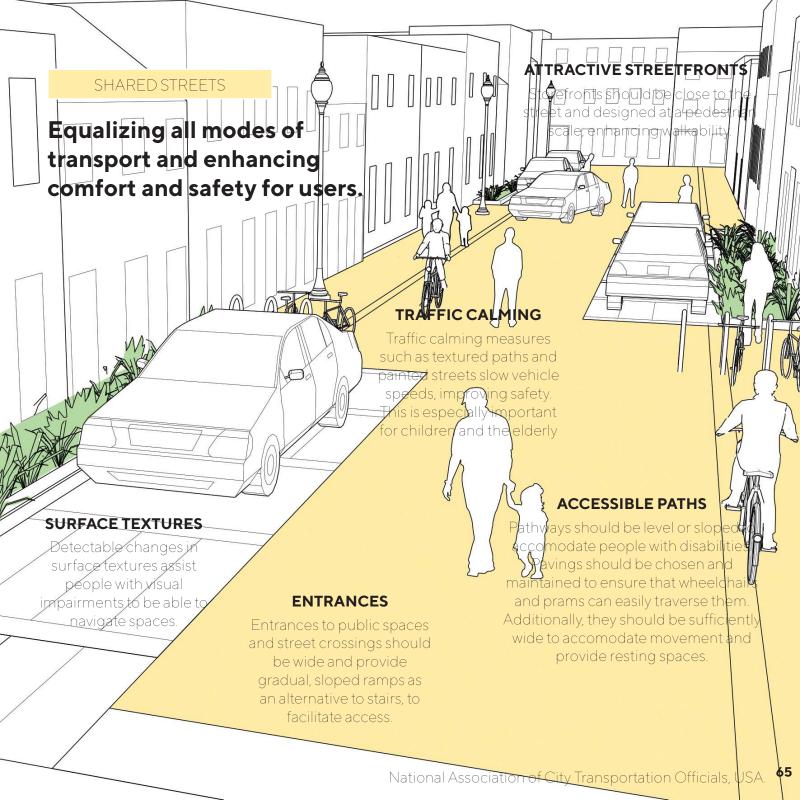
neither bus coverage nor access to the public space network. If there is little to no potential to develop public spaces within walking distance, residents should have the ability to use public transportation in order to access key services.

Create a bicycle-friendly network throughout the core urban area and along key commercial avenues. Bicycle-friendly improvements to key arterial streets would allow more residents to access and enjoy the public spaces in Pristina.

Create linear public spaces on major arterials, including the railway and ring road. Linear public spaces, including greenways and waterfronts, connect the public realm of a city, regenerate unused and polluted spaces, increase traffic safety along highly frequented roads, and provide well-distributed and pleasant spaces for walking, running, bicycling, and socializing.

Use shared streets to connect main arterials to residential areas, and improve the safety and accessibility for pedestrians. Street design in much of the city is hostile to pedestrians, bicyclists and wheelchair users. Shared streets, characterized by attractive streetfronts, protected lanes for bicyclists, low vehicle speeds and extensive street calming measures, including paving, narrow lanes, and extended curbs, enhance comfort and safety for all users. Safety from traffic is especially important around spaces that are frequented by children, such as schools and playgrounds.







## **APPENDIX**

Survey results from the assessment

	Quality of Amenities								
No.	Uncollected garbage	Vandalism	Bad odour	Shaded areas	Grassy areas	Directional signage			
Cityw	Citywide Parks								
1				×	×	X			
32	X	X	X	X	X				
35	X	X		X	X				
36		X		X	X				
38		X		X	X				
42	X			X	X				
Squar	es & Boulevards								
10					×				
27		X		×	×	×			
28		×		×	×				
29		X		X	X	X			
31	X			×	×				
Marke	ets								
17	x			×	×				
30	X	X		×	×				
Neigh	borhood Parks								
3				×	×	×			
4				×	×	×			
7		X	×	×	×	×			
8				×	×	X			
11	X	X							
13	×		X	X	X	X			
15	×			×	×	×			
16									
19	×			X	X	X			
33	×	×		×	×	X			
37									
41									

	Uncollected garbage	Vandalism	Bad odour	Shaded areas	Grassy areas	Directional signage	
Playgr	ounds						
6	×				×		
21		×			×		
23					X		
24					X	×	
Sports	Fields						
2	Х	x		x	x		
5	Х	х		X	x		
9					×		
12	X					×	
14							
18	X						
20		×			X		
22	×	×					
25		×					
26	×	×	×				
34	×	×	×	×	×		
39							
40	X	X					
43		X					

	Count of Amenities							
No.	Garbage bins	Seating furniture	Water taps	Toilets	Functional lighting	All lights		
Citywi	Citywide Parks							
1	30	44	0	0	60	66		
32	43	49	2	0	110	131		
35	46	46	0	0	75	85		
36	37	29	1	0	58	65		
38	95	90	3	1	125	142		
42	9	18	1	0	22	25		
Square	es & Boulevards							
10	24	61	0	0	0	0		
27	21	31	0	0	69	77		
28	23	29	0	0	58	68		
29	33	94	2	0	37	40		
31	15	42	0	0	28	28		
Marke	ts							
17	0	0	2	2		80		
30	0	0	1	0	3	6		
Neighl	borhood Parks							
3	0	11	1	0	1	7		
4	4	0	0	0	0	0		
7	7	18	0	0	26	26		
8	14	16	0	0	22	23		
11	7	60	3	0	0	23		
13	33	123	0	0	70	102		
15	28	31	0	0	54	81		
16	16	30	1	0	4	6		
19	0	0	0	0	3	1		
33	0	9	0	0	14	18		
37	8	13	0	0	1	10		
41	1	14	0	0	11	14		

	Garbage bins	Seating furniture	Water taps	Toilets	Functional lighting	All lights	
Playgr	ounds						
6	1	11	0	0	7	7	
21	3	12	0	0	0	8	
23	1	10	0	0	6	7	
24	21	20	1	0	24	24	
Sports	Fields						
2	0	14	0	0	0	2	
5	0	1	0	0	0	0	
9	6	10	0	0	4	4	
12	0	0	0	0	43	45	
14	26	47	1	0	4	8	
18	1	45	0	0	0	4	
20	0	0	0	0	5	6	
22	0	0	0	0	6	6	
25	0	12	0	0	0	0	
26	0	0	0	0	0	0	
34	0	6	0	0	0	14	
39	6	2	0	0	6	0	
40	1	32	0	0	7	13	
43	0	6	0	0	6	12	

	Safety & Comfort Ratings , Daytime (1-5, 1 = very poor, 5 = very good)						
No.	Perception of safety from crime and antisocial activity	Perception of safety from gender-based violence and/or discrimination	Comfort with noise levels present in the space	Shade and coverage of seating areas	Overall perception of safety	Overall comfort	
Citywi	de Parks						
1	3	4	3	4	4	4	
32	2	3	4	2	2	3	
35	5	5	5	4	5	4	
36	4	4	5	2	4	3	
38	5	5	5	4	5	5	
42	3	4	5	4	4	2	
Square	es & Boulevards						
10	5	5	5	2	5	4	
27	5	4	4	3	5	4	
28	5	4	3	3	4	4	
29	5	5	4	4	5	4	
31	5	5	2	3	5	3	
Marke	ts						
17	3	3	3	0	4	4	
30	3	2	3	3	2	2	
Neigh	borhood Parks						
3	4	5	4	3	5	4	
4	2	1	2	3	2	2	
7	5	5	3	3	4	4	
8	5	5	3	4	4	4	
11	4	2	1	1	3	2	
13	3	2	3	1	3	2	
15	3	1	3	4	4	3	
16	5	4	2	3	4	4	
19	2	2	2	4	2	2	
33	3	3	5	2	3	2	
37	5	4	3	1	4	2	
41	4	4	4	1	4	4	

		Safety & Comfort Ratings , Daytime (1-5, 1 = very poor, 5 = very good)						
No.						Overall comfort		
Playgr	ounds							
6	5	5	2	2	3	3		
21	5	5	3	1	5	2		
23	5	5	4	1	5	3		
24	5	3	3	1	5	3		
Sports	Fields							
2	5	5	3	3	4	2		
5	2	2	2	3	2	2		
9	5	5	4	1	4	4		
12	5	4	1	0	3	2		
14	5	4	2	1	4	4		
18	4	4	2	1	3	3		
20	4	3	4	1	3	1		
22	4	3	4	1	4	1		
25	5	5	4	1	5	2		
26	3	3	4	1	4	2		
34	2	2	3	1	2	1		
39	4	4	5	1	4	3		
40	3	2	2	1	4	3		
43	4	4	4	1	4	2		

		Safety & Cor	nfort Ratings , Nighttir	me (1-5, 1 = very poor, 5	= very good)	
No.	Perception of safety from crime and antisocial activity	Perception of safety from gender-based violence and/or discrimination	Comfort with noise levels present in the space	Feeling of abandonment	Overall perception of safety	Overall comfort
Citywi	de Parks					
1	2	1	2	3	2	1
32	1	1	1	1	1	1
35	4	4	3	4	4	4
36	2	2	1	5	2	2
38	1	1	1	5	1	1
42	2	2	1	5	2	1
Square	es & Boulevards					
10	3	2	3	3	2	2
27	4	4	5	4	4	4
28	5	4	5	4	4	4
29	5	5	5	5	5	5
31	5	5	3	3	5	3
Marke	ts					
17	N/A	N/A	N/A	N/A	N/A	N/A
30	N/A	N/A	N/A	N/A	N/A	N/A
Neigh	borhood Parks					
3	2	1	1	2	1	1
4	1	1	1	2	1	1
7	5	5	4	4	4	4
8	4	3	3	3	3	3
11	2	2	3	3	3	2
13	1	1	1	1	1	1
15	1	2	3	5	3	3
16	4	4	3	3	3	3
19	1	1	1	4	1	1
33	1	1	1	5	1	1
37	2	2	1	5	2	2
41	4	3	3	4	4	3

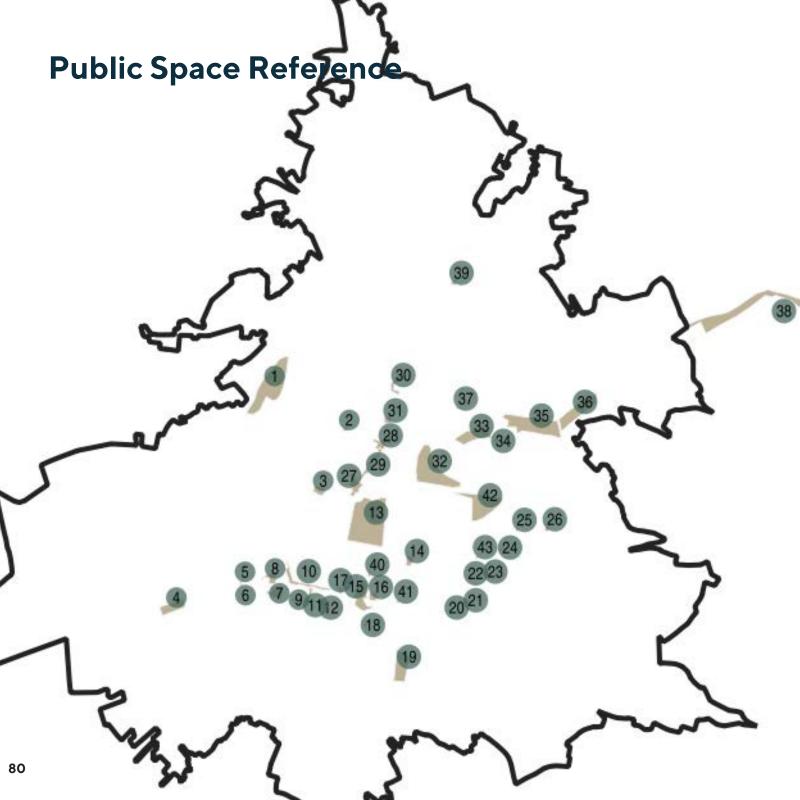
Playgr	ounds						
6	2	2	1	2	2	2	
21	2	2	1	4	2	1	
23	5	5	3	4	5	4	
24	5	5	3	3	5	4	
Sports	Fields						
2	2	2	1	1	1	1	
5	1	1	1	3	1	1	
9	3	3	3	4	3	3	
12	2	2	3	2	3	2	
14	5	4	5	2	4	4	
18	4	4	4	3	4	4	
20	1	1	1	4	1	1	
22	3	3	1	5	3	4	
25	3	3	1	4	3	5	
26	1	1	1	3	1	1	
34	1	1	1	5	1	1	
39	2	2	1	5	2	2	
40	2	2	3	3	2	2	
43	4	4	3	4	4	4	

	Activities & Usage							
Cityw	Citywide Parks							
1	х	×						
32	×	×			×	×		
35	X							
36	X	X				×		
38	X	X		X	X	×		
42								
Squar	es & Boulevards							
10	х							
27	х	X		×	×			
28	X	X		×				
29	X	X		X	×			
31	Х	X						
Marke	ets							
17	x			×				
30	X		×	X	×			
Neigh	borhood Parks							
3	х							
4								
7								
8	X	X						
11		X	X					
13	×		×	×	×			
15	×	×						
16	×							
19								
33								
37	×	×						
41	X							

Playgi	rounds					
6	×					
21						
23	X					
24	X	X				
Sports	Fields					
2	х	x				
5		×				
9	×					
12		×				
14	×	X				
18	×	X				
20						
22						
25						
26						
34		×				
39	×	X				
40	×	×				
43						

		Accessibility Ratings (1-5, 1 = very poor, 5 = very good)						
No.	Bicycle access to enter space	Pedestrian access to enter space	Wheelchair accessible (within space)	Overall access to enter space via shared roads	Traffic-related safety (daytime)	Traffic-related safety (night)		
Cityw	itywide Parks							
1	3	3	2	2	3	3		
32	4	4	1	1	2	4		
35	4	4	1	3	4	4		
36	2	4	1	2	4	4		
38	5	5	2	3	3	2		
42	3	3	0	4	3	4		
Squar	es & Boulevards							
10	3	5	0	3	5	3		
27	5	5	5	0	5	5		
28	5	5	5	0	4	5		
29	5	5	5	5	5	5		
31	5	5	5	5	5	5		
Marke	ts							
17	0	3	0	2	5	N/A		
30	5	5	3	4	3	N/A		
Neigh	Neighborhood Parks							
3	2	4	0	3	4	2		
4	0	1	0	1	2	1		
7	3	5	0	4	5	5		
8	3	5	2	4	4	4		
11	4	5	2	3	3	5		
13	3	4	1	3	3	3		
15	1	3	1	1	5	5		
16	5	5	4	0	3	4		
19	1	2	0	2	4	4		
33	2	4	0	2	2	4		
37	4	5	1	2	4	4		
41	0	3	0	2	4	4		

	Bicycle access to enter space	Pedestrian access to enter space	Wheelchair accessible (within space)	Overall access to enter space via shared roads	Traffic-related safety (daytime)	Traffic-related safety (night)	
Playgr	ounds						
6	3	4	1	3	3	4	
21	0	4	2	2	4	4	
23	5	5	4	4	4	5	
24	5	5	5	5	5	5	
Sports	Fields						
2	3	4	0	3	4	2	
5	0	3	2	1	2	3	
9	5	5	0	4	5	5	
12	0	3	2	2	5	4	
14	5	5	4	3	5	5	
18	0	5	1	1	4	4	
20	1	2	1	2	3	5	
22	4	4	2	2	5	5	
25	0	5	1	1	5	5	
26	3	3	2	2	5	4	
34	0	3	0	1	2	3	
39	2	4	4	2	2	2	
40	0	3	0	1	1	4	
43	0	5	3	2	5	5	



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