



Department for Women

# REPORT OF THE *WOMENSAFE* FORUM

Wednesday 8 November 2000  
The NSW Trade and Investment Centre  
Level 44 Grosvenor Place  
225 George Street, Sydney

*November 2000*

# BACKGROUND

In its 1996 Women's Safety Australia Survey<sup>1</sup>, the Australian Bureau of Statistics found that 38% of women said they did not walk alone in their area after dark. And 25% of women said they did not wait alone for public transport after dark because they felt unsafe.

These figures are borne out by the fact that safety in public places is an issue that is regularly raised by women as a major concern during the Department for Women's (DFW) and the Premier's Council for Women's (PCW) consultations with women across NSW.

As well, DFW receives a number of applications each year to its Women's Grants Program from community organisations seeking funding for projects to do with some aspect of women's safety in public.

Clearly, there is a case to argue that for women, safety in public places is still a big issue.

In upholding its commitment to improving women's lives, and in keeping with the Government's commitment to social justice and equity principles, DFW is keen to work on the issue of women's safety in a more strategic, inclusive way.

In planning around safety issues, DFW's work is driven by the objectives set out in its Corporate Plan, specifically those relating to reducing violence against women and improving women's safety within local communities. It was considered that personal safety in public is fundamental to women's ability to exercise full citizenship and improving women's safety in public is essential to ensuring them a better quality of life.

Additionally, DFW's work is underpinned by the principles contained in several key policies for women, namely:

- The Convention on the Elimination of all forms of Discrimination Against Women (CEDAW), Article 15(3) which relates to freedom of movement and residence;
- The 1995 Beijing Platform for Action; and
- The Government's 1999 election policy *Improving Women's Lives* which pledges to expand the Safe Women Project to continue improving safety through better planning of transport and the built environment.

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<sup>1</sup> Australian Bureau of Statistics (1996) *Women's Safety Australia*. Cat No. 4128.0 ABS, Canberra.

Making inroads in specific policy areas, however, requires more than the goodwill of a handful of committed agencies. It requires a whole of government approach, uniting all levels of government in partnership with the community and business sectors in a shared vision, if real outcomes are to be achieved.

Moving toward that objective, DFW has established a Safe Places Project. This project will continue to emphasize the need for a gender perspective and to explore opportunities for partnerships that will deliver tangible outcomes in the area of women's safety.

The *Womensafe* Forum on 8 November is the initial step in what DFW sees as an ongoing dialogue with government and the community around the issue of women's safety in public.

# **WOMENSAFE FORUM**

## **Objectives**

The *Womensafe* Forum is considered the first initiative in the Department for Women's collaborative strategy to make advancements in women's safety in public places. The aims of the Forum were to:

- bring together a broad range of representatives from state, local government and community organisations to discuss issues around women's safety;
- raise awareness of the importance of a gender perspective in tackling community safety;
- encourage agencies to consider gender aspects in their policies and planning programs;
- analyse the successes and lessons learnt from completed safety projects;
- explore suitable models for collaborative projects around women's safety that are sustainable and build capacity; and
- seek commitments from agencies to undertake safety initiatives in local communities in partnership with DFW and other agencies.

The Forum comprised two segments: Firstly, the delivery of presentations by expert speakers, followed by a workshop component.

## **Participants**

Around 60 people attended the forum, including representatives from both state and local government agencies, with a handful of community based organisations. Local government was well represented and certain councils in the Western Sydney area articulated their eagerness to work towards better community safety in their areas.

## **Facilitator**

Ms Jan Smith acted as facilitator of the forum. A former secondary teacher of Maths and Science and Media Studies consultant to the Catholic Education Office, Jan joined the NSW Public Service in 1987, rising quickly to senior executive positions.

Jan's career in the public sector includes leadership and management roles in areas as diverse as industrial relations, adult education, change management, marketing, strategic planning, program evaluation, policy development, organisational restructure, management information systems, customer service, and community liaison.

A skillful facilitator of both large and small groups through complex processes and contentious issues or policy development, Jan was awarded the Public

Service Medal in 1997 for outstanding service to the NSW Public Service. Jan has also previously held the position of Executive Director, Institute of Public Administration Australia (IPAA), NSW Division.

In 1998 Jan resigned her position as Assistant Director-General of the NSW Premier's Department to establish her own management consultancy firm, Jan Smith & Associates Pty Limited.

## **Speakers**

Speakers were chosen for their expert knowledge and experience in the area of women's safety and for the value they could add to a broader discussion regarding the planning and design of urban spaces with women in mind.

Speakers who shared their expertise on the day included:

### **DR ROSEMARY LEONARD**

*"The relevance of harassment in women's fear of crime"*

*Rosemary Leonard is a senior lecturer in social psychology in the School of Social Community and Organisational Studies at the University of Western Sydney. She is a Director of Australian & New Zealand Third Sector Research. She has worked with the Safe Women's Project for the past six years and contributed to a number of publications on women's safety. Dr Leonard's other research interests include older women, especially their organisations and their contribution through unpaid work and social capital, particularly the revaluing of social networks and the ability to work cooperatively as fundamental to social development.*

Copies of Dr Leonard's recent research paper "Women's Fear of Crime and Experience of Violence and Harassment" may be obtained from Dr Leonard on 9852 5222 or from the Department for Women on 9334 1160.

### **ELIZABETH REEDY**

*"Community engagement and urban design issues"*

*Liz is currently a project/policy officer at Council of Social Services NSW (NCOSS), working in a number of project areas.*

*Liz was a founding member of the Safe Women Project which advocates for improved public safety measures for women. Liz coordinated the Ask Any Woman Phone-In, the Liverpool Station Area Safety Audit and was one of the producers of the "Ask Any Woman" video, which won the 1996 Australian Violence Prevention Award. Liz has played an active role in representing women's views and concerns on safety matters in a broad range of areas including the media and redevelopment proposals for bus/ rail interchanges in NSW.*

*Liz has extensive experience in working with state and local government, community groups and grassroots women on public safety issues. Liz was, until recently, a community representative on the NSW Violence Against Women Council.*

### **BRONWYN RICHARDS**

*"Wollongong Council's Safe Women Project"*

*Bronwyn currently works with the Safe Community Action Team with Wollongong City Council and has around 20 years experience in the community and welfare sectors.*

*Before her current position with Wollongong Council, she worked for the Illawarra Legal Centre as a Welfare Rights Advocate, as part of the National Welfare Rights Network. Having a strong commitment to the principles of social justice and community development, Bronwyn has worked with a broad range of socially disadvantaged and isolated groups. She has worked as a Youth Justice Conferencing Convenor; as well as with the Domestic Violence Court Assistance Scheme; and has been involved with the Intellectual Disability Equal Access to the Law program. Since 1994 Bronwyn has also been a member of the Housing Appeals Committee.*

## **MARCIA ELLA–DUNCAN**

*“An Indigenous perspective on women’s safety in public places”*

*Marcia is the Executive Officer of the Aboriginal Justice Advisory Council (AJAC), within the Attorney-General’s Department where she has held this position for the past two years. Marcia has a lifelong-commitment to social justice issues for Aboriginal communities, with more than 20 years experience in the criminal justice and child protection areas, having previously worked with Department of Juvenile Justice and Department of Community Services.*

## **BARBARA MELDRUM**

*Jointly with Dr Margie Ripper, “The ‘Women In Adelaide’ Project”*

*Barbara Meldrum is a Town Planner and Urban Designer currently working with Adelaide City Council. Graduating from the London School of Economics in 1990 with a Masters in Urban Planning, Barbara emigrated to Australia in 1992.*

*Since then she has worked as a Town Planner in both Perth and Adelaide, gaining experience in Development Assessment and Strategic Planning. For the past 18 months Barbara has been a Senior Urban Designer in the newly established Urban Design Unit of Adelaide City Council, with responsibility for development of an Urban Design Framework and a series of public realm policies to guide the design and management of the city’s public spaces.*

*One of her most recent projects has been as Adelaide City Council’s representative on the ‘Women in Adelaide’ Study.*

## **DR MARGIE RIPPER**

*Margie Ripper is a Senior Lecturer specialising in gender studies in the Department of Social Inquiry, at the University of Adelaide. Dr Ripper was also Adelaide University’s representative on the project team that produced the ‘Women in Adelaide’ study.*

## Forum Workshop

A workshop exercise was posed in which slides and photographs of a case study environment were shown. The slides and photographs featured a typical urban pedestrian shopping mall and a nearby bus/rail interchange. Participants were then asked to work through the following three propositions:

1. What makes this environment feel unsafe?
2. What strategies could be undertaken to make this environment safer? [You should also consider the impact on all members of the community, eg older women, young women, indigenous women, women from non-English speaking backgrounds etc.] and
3. What could you (your agency) do to make this happen?

The purpose of this exercise was to have participants identify the different elements that lead to women feeling unsafe in certain environments and to think through ways of rectifying these hazards and how they and their agencies might specifically contribute to making such an environment safer.

[ A copy of the Workshop paper and photographs used to set the scene are attached at **Addendum A** to this report.]

# STRATEGIES TO MAKE PLACES SAFER FOR WOMEN

Workshop groups demonstrated a good understanding of the ways that public places could contribute to women's feelings of fear. Through the workshop and plenary session the groups identified the following aspects as being of chief importance to any effective safety initiative:

## Community engagement

- Actively engaging women (and all groups in the community) in planning processes and discussions about safety in the community was seen as essential.
- Actively promoting the idea that safety is *everyone's* responsibility was seen as key.
- The community must remain involved in the whole process and in monitoring outcomes following on from projects and initiatives.
- Business people and other people operating in the space must be encouraged to take greater responsibility and conceptualise the space more broadly than just a retail area. This could be achieved through an education/promotional campaign.
- Community safety strategies need to engage appropriate big business with big budgets (eg insurance companies) and industry associations (eg NRMA) who have an interest or stake in this issue.
- Police, bus drivers, taxi drivers and others need to be visible and take a more proactive approach to women's safety.
- Mount a "No tolerance" community education campaign and establish a system to deal with complaints.

## Interagency approach

- An interagency approach, including strong community representation, was seen as essential for a holistic and effective safety strategy. There also needs to be ongoing mechanisms to ensure outcomes are achieved and goals and strategies are revisited and refined. Money also needs to be allocated for evaluation.
- There needs to be a shift in terminology in government policy and a synthesised approach to promoting "safer communities", identifying what steps should be taken and whose role/function these should be.
- Safety should be promoted in the context of quality of life and community strengthening. The language of women's safety should move away from transport or road safety.
- There needs to be a framework for increased communication between levels of government.
- The Premier's Department's Regional Coordination Program needs opening up for input from other levels of government and the community eg NGOs.
- Tools and safety products are important for promoting community safety eg. posters, flyers etc. The proposed 'Citizen' booklet needs to be promoted and widely distributed.

## **Local Government**

- It was felt councils needed to have accessible, transparent planning and approval processes. Practice guidelines could be developed to ensure the needs of particular groups in the community, integrated use, environmental design and other factors were considered by developers and councils in assessing applications. Social audits could be built into the planning and development application phase for large-scale developments and made a requirement. Financial incentives for developers could also be created if they pass a 'social audit'.
- Councils also needed to be more representative of their communities and include more women and encompass a diversity of views.
- Local government needed a broad-based strategy for gender training/education both for councillors and staff.

## **Community safety audits and research**

- Safety audits were seen as an essential starting point to address safety in the community.
- Need to analyse community demographics - who is using the space and for what purpose, who is not using the space and why - other potential uses of the space etc.
- Research is important to open up debate, provide authority and to go beyond the identification of need.

## **Promoting community use and ownership of public space**

Many factors were seen as necessary to create a 'living' space, a place people are attracted to and can move around in freely including:

- Diversifying uses of the space or, in other words, having shops, cafés and restaurants, workplaces, leisure activities and art and cultural festivals, markets and other community events happening in the one place and open longer hours.
- Creating a pleasant and welcoming environment for people to be in through attractive street furniture, trees, public art and lighting and moving away from grey concrete and hard cold furniture and fixtures. This could also involve creating designated public common areas along the lines of the old village green idea (eg the very successful Airds community garden).
- Having facilities in the area for diverse user groups, including safe clean toilets, baby/parenting facilities, seats at regular intervals and good, safe spaces for young people (especially girls) to meet and socialise in.
- Maintaining the space in good condition by removing graffiti and rubbish and repairing damaged furniture and pavers etc.
- Overall, it was felt that there were many practical (and not necessarily expensive) measures that could be taken to make a place more welcoming. Promoting community participation through public art and other activities was seen as important to developing community pride and ownership of the space.

### **Knowing where you are and where to go**

It was felt that a space should be open, 'readable' and easily navigated by the people travelling through it. This required:

- Good lighting, clear sight lines and some definition between areas for cars, pedestrian walkways and seating (could be soft boundaries eg pavers and grass).
- Identifying common routes and improving linkages and access between them.
- Good, well lit signage, incorporating universal symbols.

### **Information sharing**

- Networks could be developed on specific issues to exchange ideas and information and could include Web-based networking.
- Evaluated strategies need to be presented/showcased at key conferences (eg Local Government and Shires Association Conference) and to communities. Models of best practice and awarded projects should be highlighted.

### **Urban redesign**

- It was felt that many areas needed to be redesigned from the ground up, however, it was acknowledged that in most cases people would be working with improving existing areas and structures.
- Planners needed to be educated about the issues around design and women's safety.

### **Positive media coverage**

- Need to get good news stories in the public domain and involve the media in safety campaigns.

# BARRIERS TO IMPROVING SAFETY

In the plenary session participants identified a number of barriers that needed to be overcome if strategies are to be effective. Some of these perceived barriers included:

- ◆ The large number of bureaucratic stakeholders (many 'boys own' clubs) and buck passing means that no-one wants to accept responsibility for community safety – an attitude of “it's someone else's responsibility”.
- ◆ There is a lack of collaboration and coordination between stakeholders and deciding who will be the lead agency on initiatives that involve a mixture of stakeholders. Regularising these bureaucratic relationships is problematic.
- ◆ The competing interests of stakeholders are sometimes difficult to resolve (eg needs of families vs youth, retailers' needs vs community needs).
- ◆ There is little bottom-up access to mechanisms to deal with community needs/concerns and for local and state governments to deal with the community at the level of implementation.
- ◆ The consultation process often hits hurdles at senior levels with a lack of commitment to consultation. There is a perception in the community that consumers' views are not utilised within the process or that government doesn't know how or what to use this information for.
- ◆ There is a distorted view of what 'real' communities are. Social education is required but whose role is this? There also needs to be more awareness of the prejudices inherent in the consultation process. It needs to begin with an assumption of access for everyone.
- ◆ Improvements are needed to what gets counted as being of value to the community. There is a perception of an improper balance and of uneven values placed on things.
- ◆ There is a lack of regular forums or a framework for discussion. How can peak organisations feed into government policy frameworks at all levels? There needs to be a peak organisation to gather and synthesise information and develop a policy framework.
- ◆ Frequently the language of government messages is at variance with the community. Emotive vs jargon, legalese or bureaucratese.
- ◆ In an environment of increasing need and decreasing resources, who provides the resources for safety initiatives? Who pays the cost?
- ◆ The expanded responsibility/role of local government has repercussions on cost structures. Many local councils don't have the resources to cope with the extra responsibility for safety.
- ◆ Rectification of bad urban design is costly, but agencies often use this as an argument for not carrying out the work. It is frequently the case, however that the costs of rectification are less significant than the cost to the community in social and economic terms.
- ◆ Often the safety debate is viewed as a 'law and order' issue rather than a broader community well being issue.
- ◆ Oftentimes the real nature of a problem is not apparent. For example, high levels of unreported crime skew the true picture and mask the need for effective strategies.

- ◆ There are sometimes long timelags before outcomes are seen from the implementation of strategies. This highlights the need to develop strong measures and monitoring structures.

## **N**EXT STEPS - MOVING WOMEN'S SAFETY FORWARD

At the conclusion of the forum, participants were asked to make a personal commitment to the action(s) they or their organisation would take to progress the issues raised in the forum. This process elicited a number of constructive actions that participants undertook to do. Broadly speaking, these included:

- Feeding back the concepts and strategies identified at the Forum into their respective organisations, councils, boards and committees (eg Neighbourhood Advisory Board, Transport Safety Advisory Committee);
- Specifically incorporating the concepts into an existing policy or planning process, project or program. For example, Minister Refshauge's new design proposal, Premier's Department's "Strengthening Communities Strategy", Holroyd Council's Community Safety Project; and
- Presenting these concepts at subsequent conferences or other public forums (eg Local Government conference).

(These commitments are set out more fully in **Addendum B** to this report.)

In turn, the Director-General of the Department for Women, Ms Robyn Henderson, made a number of commitments on behalf of her department to move the issue forward. Ms Henderson pledged that DFW would:

1. Produce a report on the *Womensafe* Forum and circulate the report to participants and key people who were unable to attend the forum;
2. Upload a version of the report onto DFW's website;
3. Dedicate an icon to Safety on the Women's Gateway shortly to come on-line;
4. Develop an email network of interested parties to share information and ideas on the issue of community safety;
5. Ensure the issue of safety is put onto the agenda of each of the Regional Coordination Program Management Groups through the Premier's Department;
6. Place safety on the agenda of the next Women's Advisers'/Officials' meetings and provide a copy of the forum report to other states to encourage a national approach to this issue;

7. Work towards putting the issue on the agenda for the next meeting of the Australian Local Government Women's Association and Local Government Mayors' Conference;
8. Write to the Royal Australian Planning Institute, the State Chamber of Commerce and the Department of State and Regional Development with a view to raising this issue with them for further discussion;
9. In partnership with Penrith Council, hold a 'showcasing' event in late 2001 to present and exchange ideas about women's safety projects and examine what has worked and what hasn't;
10. Arrange for the proposed 'Citizen' booklet to be uploaded onto DFW's website to promote the sharing of information about women's safety and networking;
11. Follow up on the commitments made by each participant at the forum and circulate via the email list information about their progress; and
12. Undertake a media campaign through targeted local papers to promote the issue.

# CONCLUSION

Feedback from participants indicates that forums of this nature are considered valuable for their ability to open up discussion on important issues and provide expert information to fuel the debate.

In terms of meeting the objectives of the Forum, participants displayed considerable goodwill and enthusiasm to see some positive action on this issue and it was clear that there is much constructive energy with which to drive future initiatives.

There was evidence of a heightened awareness of the role gender plays in planning for safety and many representatives from local government indicated a willingness to receive further information or training to more effectively incorporate gender into their social and urban planning.

While DFW recognises there is still considerable progress to be made in this area, it was heartening to note there is widespread agreement about the need for a multi-level approach to safety that incorporates all levels of government as well as the community and business sectors.

From DFW's point of view this was a gratifying outcome and the Department is further encouraged to explore partnerships to make inroads in this important policy area.



Department for Women

# **WOMENSAFE FORUM**

Wednesday 8 November 2000

*“FROM A WOMAN’S VIEW” WORKSHOP*

## **WORKSHOP EXERCISE**

In your groups, have another look at the images flashed onto the screen and work through the following propositions:

4. What makes this environment feel unsafe?
5. What strategies could be undertaken to make this environment safer?  
[You should also consider the impact on all members of the community, eg older women, young women, indigenous women, women from non-English speaking backgrounds etc.]
6. What could you (your agency) do to make this happen?

For the Plenary Session, your group will be asked to provide 5 to 10 best ideas to create a safer environment. Choose a spokesperson from your group to present your ideas.



Department for Women

# **WOMENSAFE FORUM**

Wednesday 8 November 2000

## ***ACTION SHEET***

Name.....

Job Title .....

Organisation .....

Address/Contact .....

As a result of today's forum, we invite you to make a commitment to taking some action to progress the issues canvassed.

It may be you are in a position to commit to undertaking a strategy or some first step to developing a strategy or initiative. Please indicate below how you might do this.

**I will:**

.....  
.....  
.....  
.....

**What partners might you work with to implement your strategy, initiative or idea?**

.....  
.....

<b>Name</b>	<b>Organisation</b>	<b>Commitments</b>	<b>Partners for Implementation</b>
<b>Dawn Brunty</b>	SafetyTask Force, Woollahra Council	Forward the information from the forum	Woollahra Safety Task Force
<b>Rosemary Leonard</b>	University of Western Sydney	Work on Citizen booklet and media portrayal of crime report for Safe Women’s Project	NCOSS
<b>Julie Rudnicka</b>	Dept. Urban Affairs and Planning	Identify the person/s at DUAP responsible for coordinating Minister Refshauge’s strategies for “safety by design”, which include assessment guidelines & training; and liaise with them on what was learnt from the forum	Jo Gardiner – DUAP Wendy Starr – Manly Liz Reedy
<b>Bronwyn Richards</b>	Wollongong City Council	Continue to implement the recommendation of the Wollongong Safe Women’s Project and pursue other community safety initiatives.	Police, Health, Transport Services, other Govt agencies, NSW Govt agencies, businesses, religious organisations, etc...
<b>Margaret Sargent</b>	Older Women’s Network	Try to convey the concerns and strategies proposed in the forum to the organisation (OWN).	Members of OWN
<b>Clr Cathy O’Toole</b>	Penrith City Council	<ul style="list-style-type: none"> <li>• <i>Try to get community safety on the agenda at the Local Govt conference (next year if not this year).</i></li> <li>• Try to get Penrith Council to increase its funding for community safety</li> </ul>	Councillors, councils community safety officer
<b>Sgt Anne Cooney</b>	NSW Police Service	<i>Attend the Community Safety Officers’ Forum to gauge the level of commitment. Ensure that women’s safety is on the agenda.</i>	Wollongong Council
<b>Karyn Paluzzano</b>	Penrith City Council	<i>Support the formation of a Community Safety Committee via council resolution</i>	Other councillors (esp. Cathy O’Toole), community safety officer – Yvonne Perkins, key stakeholders in Penrith’s community. Police, Insurance companies, UWS & Dept. of Criminology
<b>Denis Juelicher</b>	Western Sydney Community Forum	<i>Raise awareness of NSW Transport Safety Advisory Committee of women’s safety needs: promote safe women’s kit, raise issue within the organisation</i>	
<b>Janice Bevan</b>	Ku-ring- gai Council	<i>Provide a briefing to the council’s Community Safety Committee about the forum and raise some of the issues talked about today-in particular the idea of a cohesive campaign for community safety</i>	Other local Govt agencies, State & Federal Govt Departments, Dept. for Women
<b>Susan Shepherd</b>	Campbelltown City Library	<i>Purchase copies of “Ask Any Woman”, to put into library collection and also to show to Campbelltown Council staff and local interagency and also try to set up a training session based on the kit.</i>	Local interagencies and community services, training department of council, Department for Women, LGSA, etc..
<b>Yvonne Perkins</b>	Penrith City Council	<i>Provide additional material and ideas to feed into a planned Community Safety Audit series to be undertaken in the Penrith LGA over the next 12 months</i>	Police, town centre association, local community development organisation, youth services, retailers, state rail, integral, NSW Fire Brigades, local residents, etc

<b>Name</b>	<b>Organisation</b>	<b>Commitments</b>	<b>Partners for Implementation</b>
<b>Clr Elizabeth Culgan</b>	Holroyd City Council	<i>Look at the safety audit recently carried out and see if any areas identified in the management of the safety of women is an issue and have these things been rectified – may have been a male orientated safety audit</i>	Councils, etc
<b>Debbie Dagg</b>	Premier’s Department	<i>Talk to supervisor (Michael Hogan) about the value of including in the strengthening local communities’ strategy ???the need to conduct a safety audit in the selected SLCS communities. Deliver the lessons from the forum</i>	Consult with the Department for Women and Attorney General’s Department in developing the safety audit
<b>Iman Aziza</b>	Barnardo South Coast	<i>Work in conjunction with the Dept. of Housing to develop the Neighbourhood Advisory Board (which is run by residents) with one of the main aims being to make the Bundaleer estate safer for children and families</i>	Dept. of Housing, Community Health, NSW Police Service, Wollongong City Council
<b>Marissa Racomelara</b>	Holroyd Community Safety Project	<i>Develop and implement projects based on community needs to reduce concerns and fears held by my target community with special reference to women</i>	Police, local Govt, NGOs, networks and interagencies, Dept. of Housing, Dept. of Education and relevant local groups eg. Senior citizens
<b>Sandy Quealey</b>	Western Sydney Department of Housing	<i>Similar levels of commitment in DOH regions, improving physical and social amenity particularly in areas with high concentrations of public housing both asset and non-asset solutions</i>	Community agencies, residents and other Government (including local)
<b>Kathryn Williams</b>	Department of Housing	<i>Explore the avenues in developing a safety strategy with an element to focus on women, particular areas of interest is in the Blacktown LGA (suburbs of Toongabbie, Seven Hills &amp; Bidhill). A safety committee has recently commenced in Toongabbie &amp; Seven Hills that will hopefully expand to a more strategic focus, exploring avenues for assist in funding &amp; resources</i>	Department of Housing, Council, Police, Crime Prevention, DOC’s Health, NGO’s and residents
<b>Jane Wangmann and Patrick Shepherdson</b>	Violence Against Women Unit, and Crime Prevention Division, Attorney-General’s Department	<i>The Division hosts an annual Safer Towns &amp; Cities Conference for local government crime prevention practitioners. For the 2001 meeting a segment exploring women’s safety with case studies will be presented in partnership with the VAW Unit.</i>	Crime Prevention Division Violence Against Women (VAW) Unit Local Government representatives.