

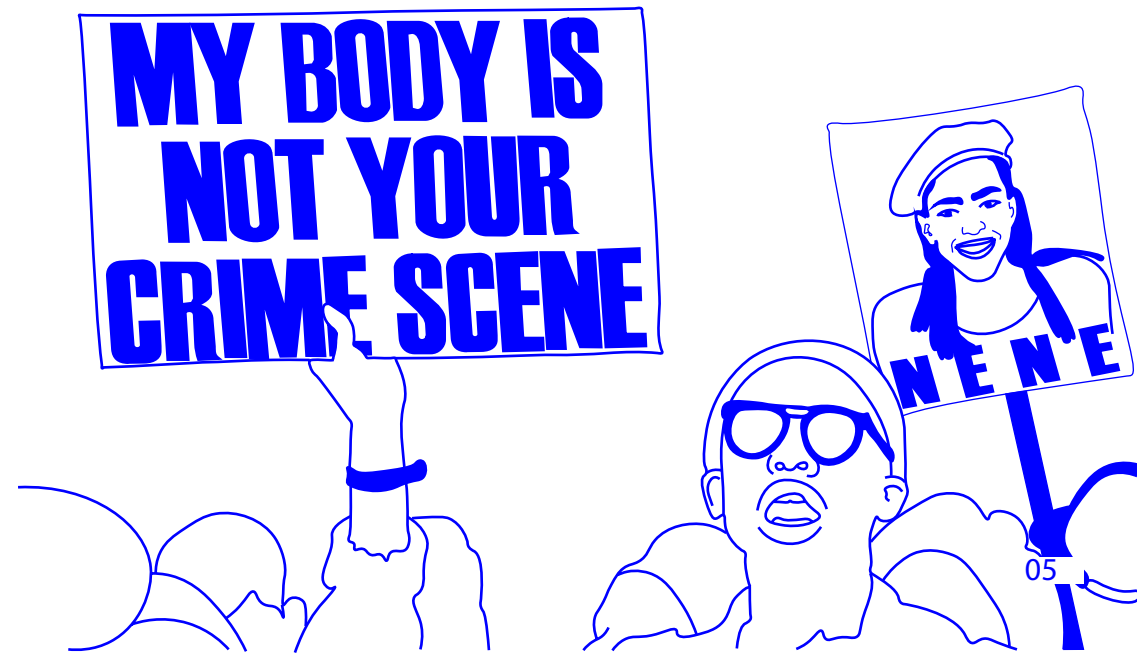
# nene

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für

Uyinene "Nene" Mrwetyana



# 1. EINFÜHRUNG

Noch immer diktieren patriarchale Strukturen was, wo und wie gebaut wird. Die Konsequenz sind ungerechte Städte; Städte die Frauen, LGBTQIA+, people of colour, Menschen mit Behinderungen und weitere benachteiligen, entwerten, in Gefahr bringen. Solange wir uns in der Stadt nicht sicher fühlen gibt es keine gleichberechtigte Teilhabe am städtischen Raum, kein Recht zur Stadt.

## 2. THEMATISCHE RECHERCHE

### SZENARIO 1

SCHILLERSTRASSE, MÜNSTER  
MONTAG, 10:30

DU HAST ABER SCHÖNE LANGE BEINE!

HEY, KOMM, DREH DICH DOCH MAL UMI!

BLEIB DOCH MAL STEHEN!

"59% [der Frauen] haben Angst vor dem Heimweg von einer Bushaltestelle oder einem Bahnhof\*" <sup>1</sup>

"Dies beeinträchtigt die [...] gleichberechtigte Teilhabe von Frauen am städtischen Raum\*" <sup>1</sup>

<sup>1</sup> Caroline Criando Perez, "Invisible Women. Exposing Data Bias in a World designed for Men", London 2019, Seite 53

## SZENARIO 2

KÖLN, HAUPTBAHNHOF  
MONTAG, 17:08

DER RE 7,  
URSPRÜNGLICH VON GLEIS 8,  
FÄHRT HEUTE VON GLEIS 3, ABSCHNITT  
D BIS G. ICH WIEDERHOLE: DER RE 7,  
URSPRÜNGLICH VON...

ALTER, BEWEG  
DICH DOCH!

EY, DRÄNGEL MAL  
NICHT SO, DA IST  
EIN KIND VOR UNS

HÄSSLICHER ROTSCHOFF!

WAS WILLST DU  
MACHEN, HE? WAS  
WILLST DU  
MACHEN?

BOAH,  
FASS MICH  
NICHT AN!

WILLST DU DIE  
POLITZEY RUFEN, HE?

JETZT ENTSPANN  
DICH MAL

DEINE HAARE  
WERDEN HEUTE NOCH  
BRENNEN.

"60% [der Frauen] haben Angst davor,  
am Bahnsteig zu warten"<sup>1</sup>

"Studien weltweit zeigen,  
dass Angst [...] eine der wichtigsten  
Gründe ist, warum Frauen öffentliche  
Verkehrsmittel nicht nutzen"<sup>1</sup>

<sup>1</sup> Caroline Criando Perez, "Invisible Women. Exposing Data Bias in a World designed for Men", London 2019, Seite 53

## SZENARIO 3

DAS HAST DU AUF EIS BESTELLT, ODER?!

JA, KOMMI  
KANN MAN DOCH  
SAGEN, ODER?

KANN MAN DOCH SAGEN,  
ODER??

HEY!

HEY!

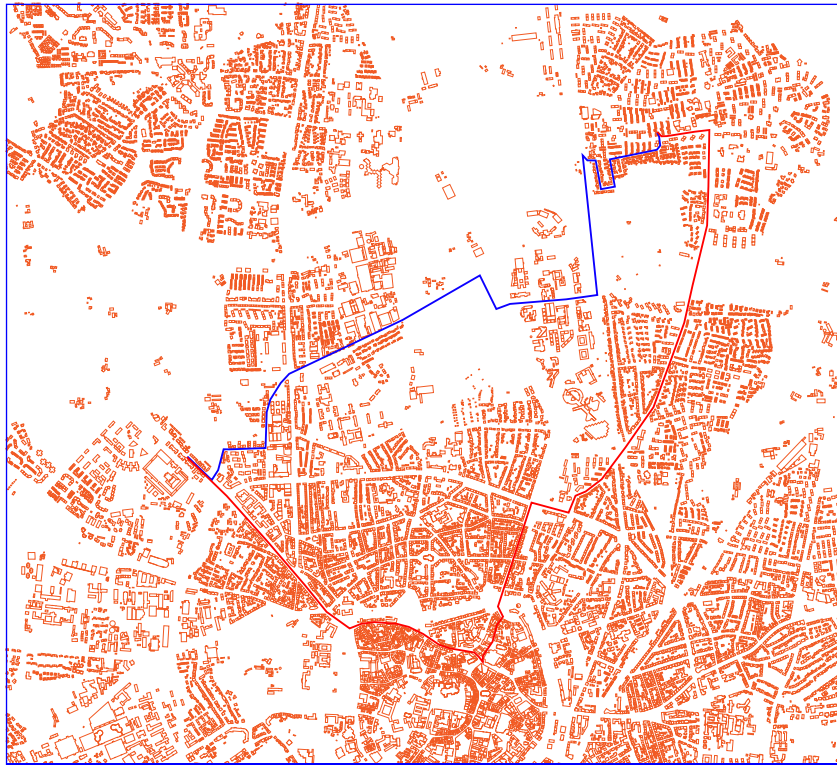
HEY, SAG MAL,  
BIST DU VERGEBEN?

"Eine [französische] Studie besagt, dass 90% aller Frauen Opfer sexueller Gewalt  
in öffentlichen Verkehrsmitteln werden"<sup>1</sup>

"Allzu oft wird Frauen selbst die Schuld für ihre Angst gegeben  
und nicht den Planer:innen für die Gestaltung städtischer Räume und Transitsituationen,  
die ihnen ein Gefühl der Unsicherheit geben"<sup>2</sup>

<sup>1</sup> Caroline Criando Perez, "Invisible Women. Exposing Data Bias in a World designed for Men", London 2019, Seite 57  
<sup>2</sup> Caroline Criando Perez, "Invisible Women. Exposing Data Bias in a World designed for Men", London 2019, Seite 54

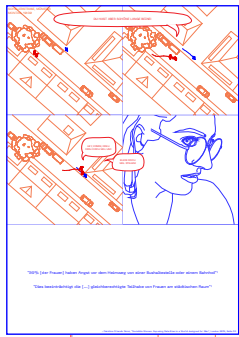
SZENARIO 4



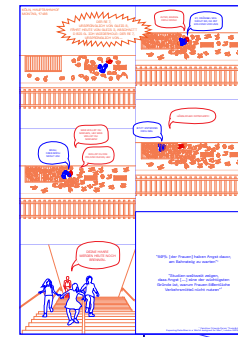
\*83% [der Frauen] nehmen [...] Umwege  
in Kauf, [um zu verhindern, dass ihnen  
etwas passiert]\*<sup>1</sup>

<sup>1</sup> Andrea Mischau und Dr. Caroline Kramer  
Angsträume in Heidelberg. Das Sicherheitsempfinden von Frauen in ihrer Stadt.  
Hg.: Stadt Heidelberg, Amt für die Gleichstellung von Frau und Mann  
[https://www.heidelberg.de/iste/Heidelberg\\_NCO7/get/documents\\_E-1575381209/heidelberg/PB5Documents/pdf/Sicherheitsstudie-KurzLp68.pdf](https://www.heidelberg.de/iste/Heidelberg_NCO7/get/documents_E-1575381209/heidelberg/PB5Documents/pdf/Sicherheitsstudie-KurzLp68.pdf)

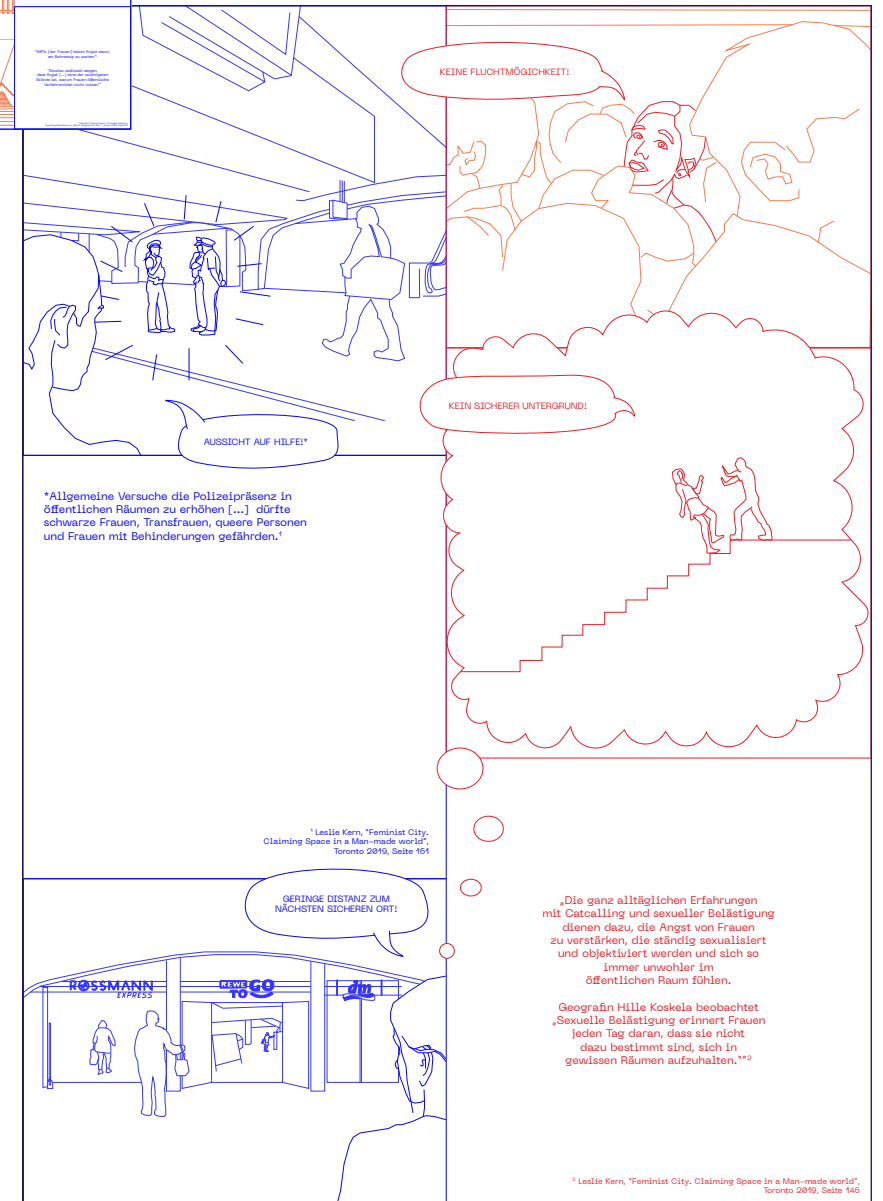
	
<p>#imzugpassiert</p>	<p>#metoo</p>
	
<p>LUIZA IST HIER.DE !</p>	<p>safecity.in</p>
<p>@catcallsof</p>	



## SZENARIO 1: Analyse



## SZENARIO 2: Analyse



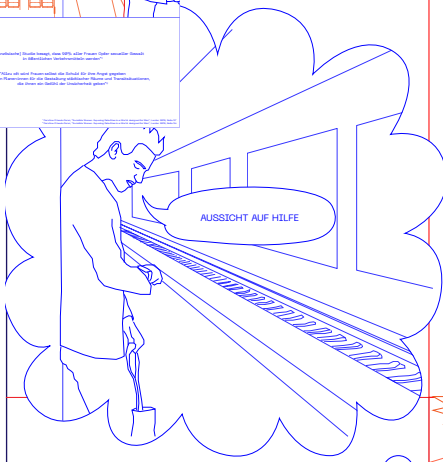




### SZENARIO 3: Analyse



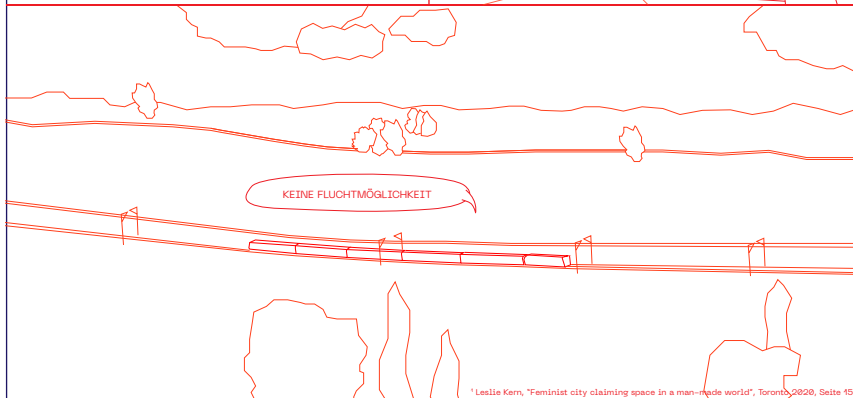
"The International Health Agency, now WHO also found that sexually-based harassment and assault in public transport systems is a global problem."  
 "The stress generated by a steady, if usually low-key, state of uneasiness in the everyday environment is unhealthy and can have long-term ramifications. Recent research suggests that the high levels of stress affect longevity and may even show up as damage to our DNA."<sup>1</sup>



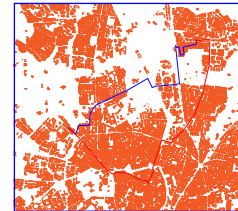
"Around the world, public transit systems are hot beds of harassment and assault for women. In their survey of girls and young women in Lima, Madrid, Kampala, Delhi and Sydney, NGO Plan International found that public transit was a critical „problem spot“ where women reported groping, harassment and being followed."<sup>1</sup>



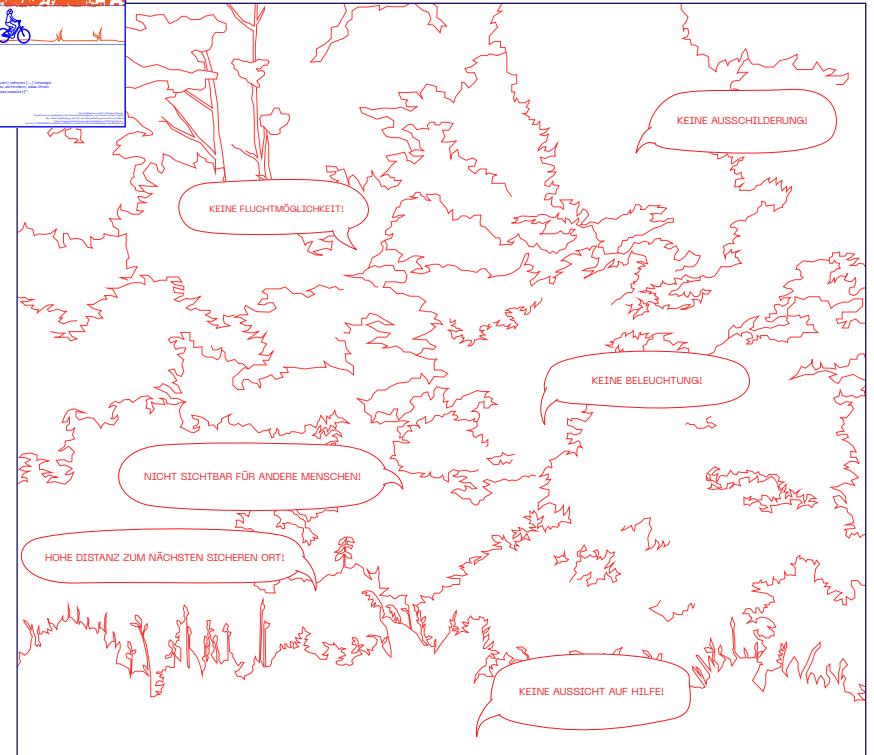
"The stress generated by a steady, if usually low-key, state of uneasiness in the everyday environment is unhealthy and can have long-term ramifications. Recent research suggests that the high levels of stress affect longevity and may even show up as damage to our DNA."<sup>2</sup>



<sup>1</sup> Leslie Kern, "Feminist city claiming space in a man-made world", Toronto, 2020, Seite 45

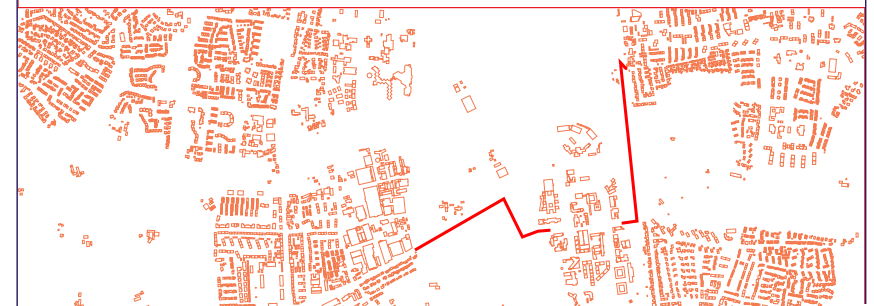


### SZENARIO 4: Analyse



„Es ist schwer, die Wirkung von täglicher Angst zu überschätzen.“

<sup>2</sup> Leslie Kern, "Feminist City, Claiming Space in a Man-made world", Toronto 2019, Seite 158





BELEUCHTUNG

x

x

x

o

FLUCHTMÖGLICHKEIT

o

o

o

o

AUSSCHILDERUNG

x

x

x

o

GUT SICHTBAR FÜR  
ANDERE MENSCHEN

o

x

x

o

GERINGE DISTANZ ZUM  
NÄCHSTEN SICHEREN ORT

o

x

o

o

SICHERER  
UNTERGRUND

x

o

x

o

KEINE HINDERNISSE

x

o

x

o

AUSSICHT AUF HILFE

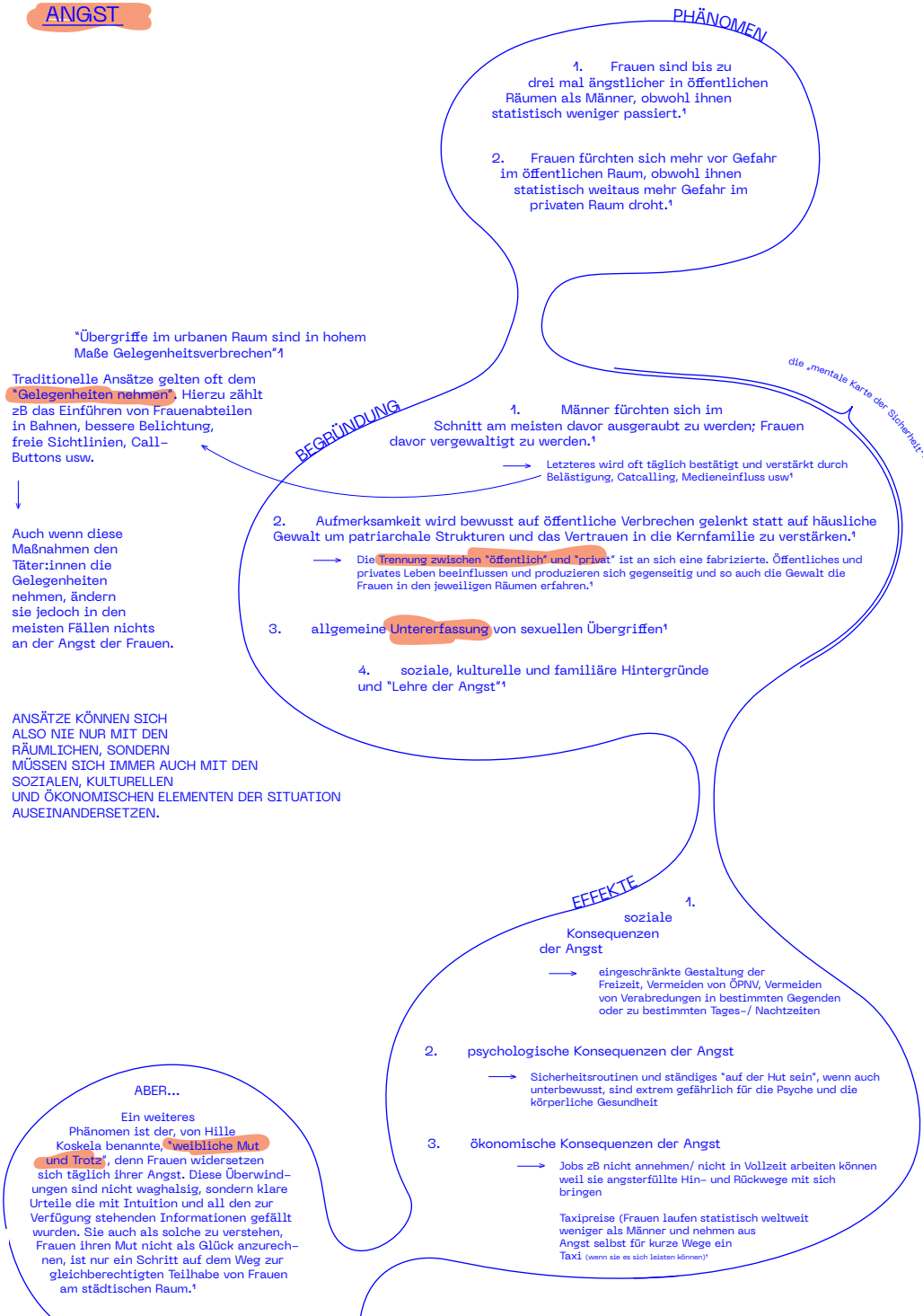
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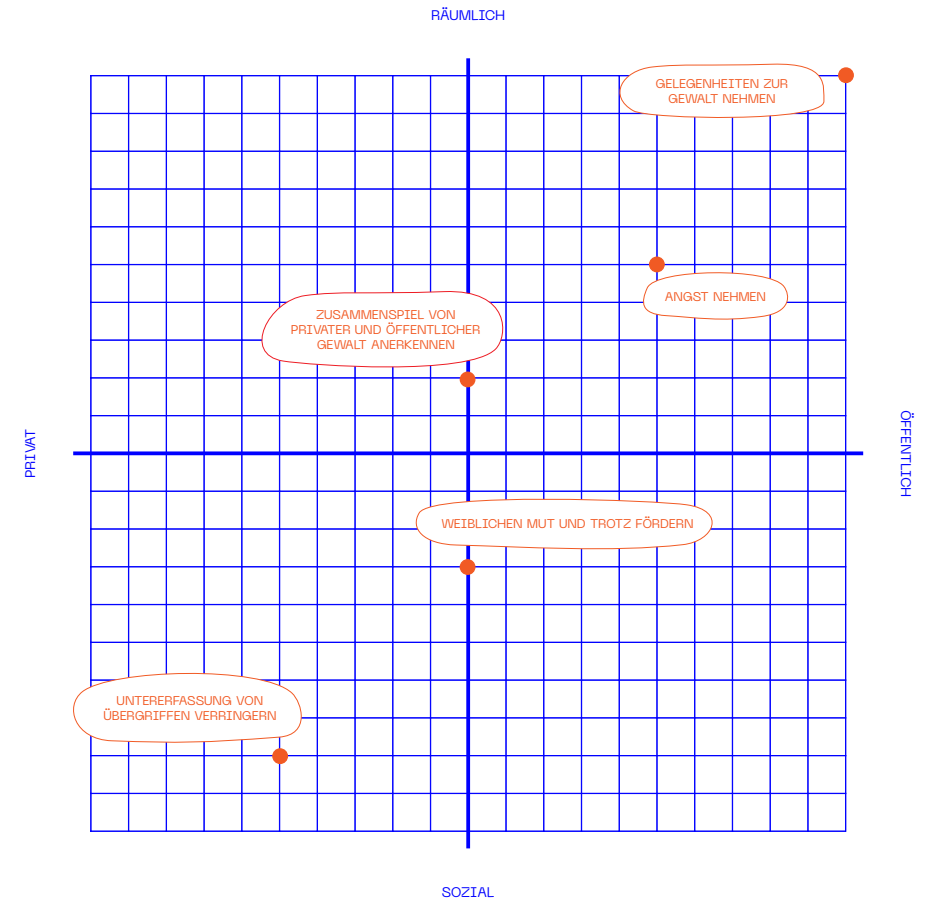
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# DAS PARADOX DER WEIBLICHEN ANGST

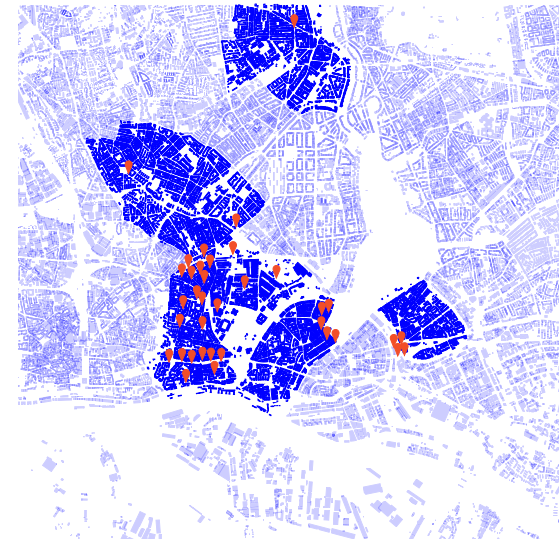


# DIE ZIELE DES PROJEKTS

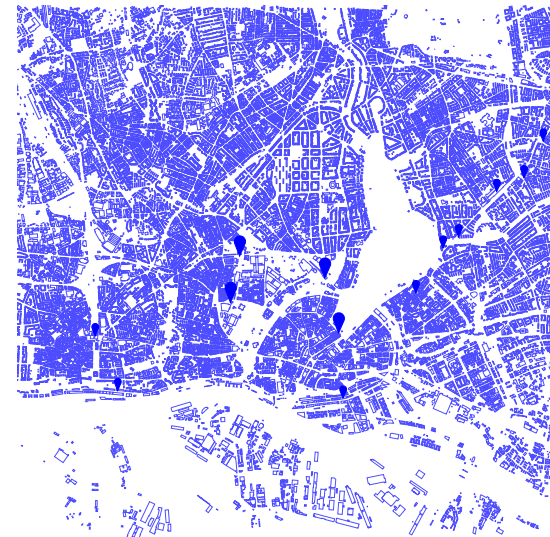


### 3. ORTSBEZOGENE RECHERCHE

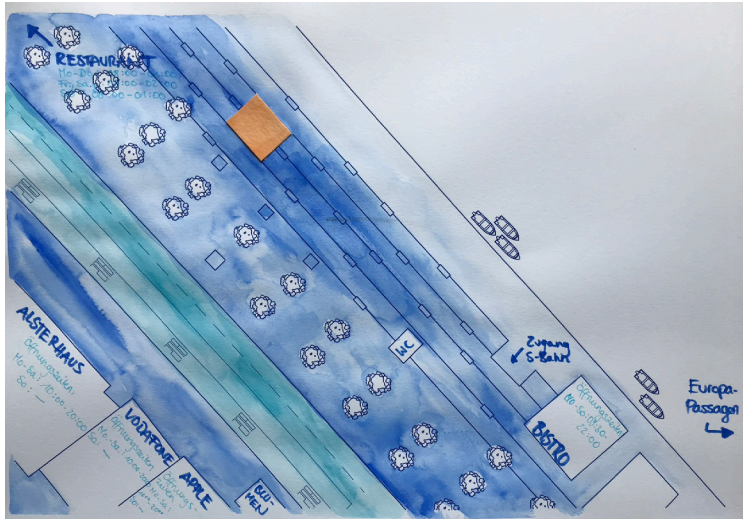
### CATCALL KARTE HAMBURG



### MÖGLICHE HUB STANDORTE NACH HAMBURG INVEST



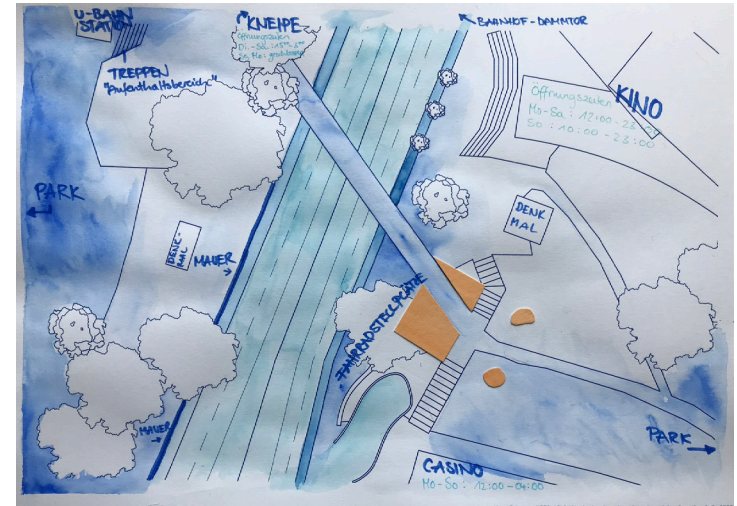
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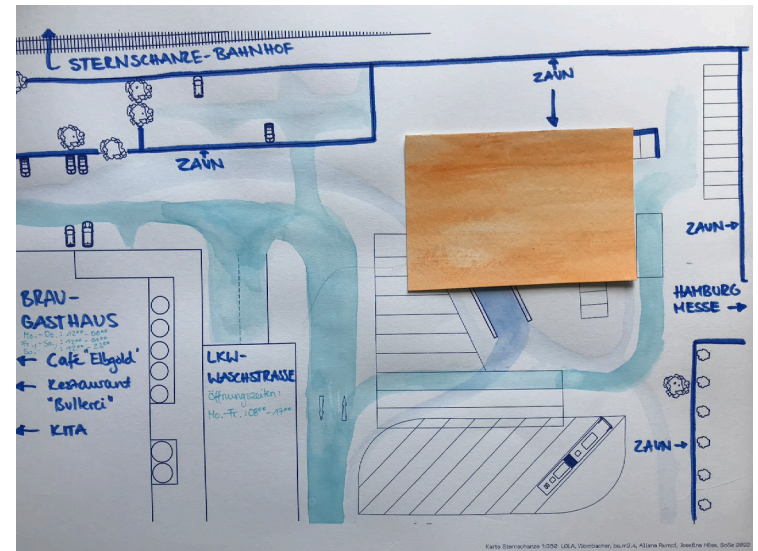
## VERKEHRSAUFKOMMEN RINDERMARKTHALLE



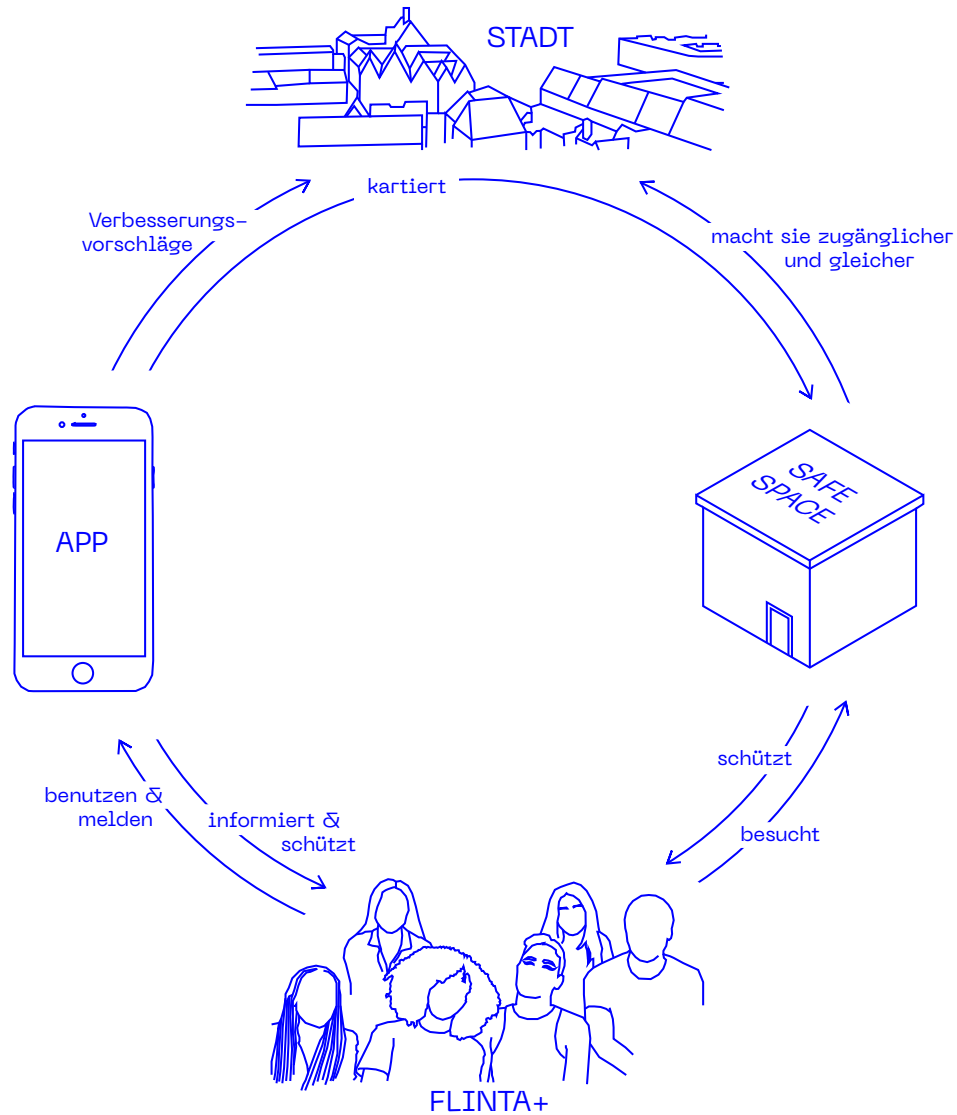
## VERKEHRSAUFKOMMEN DAMMTOR



## VERKEHRSAUFKOMMEN STERNESCHANZE

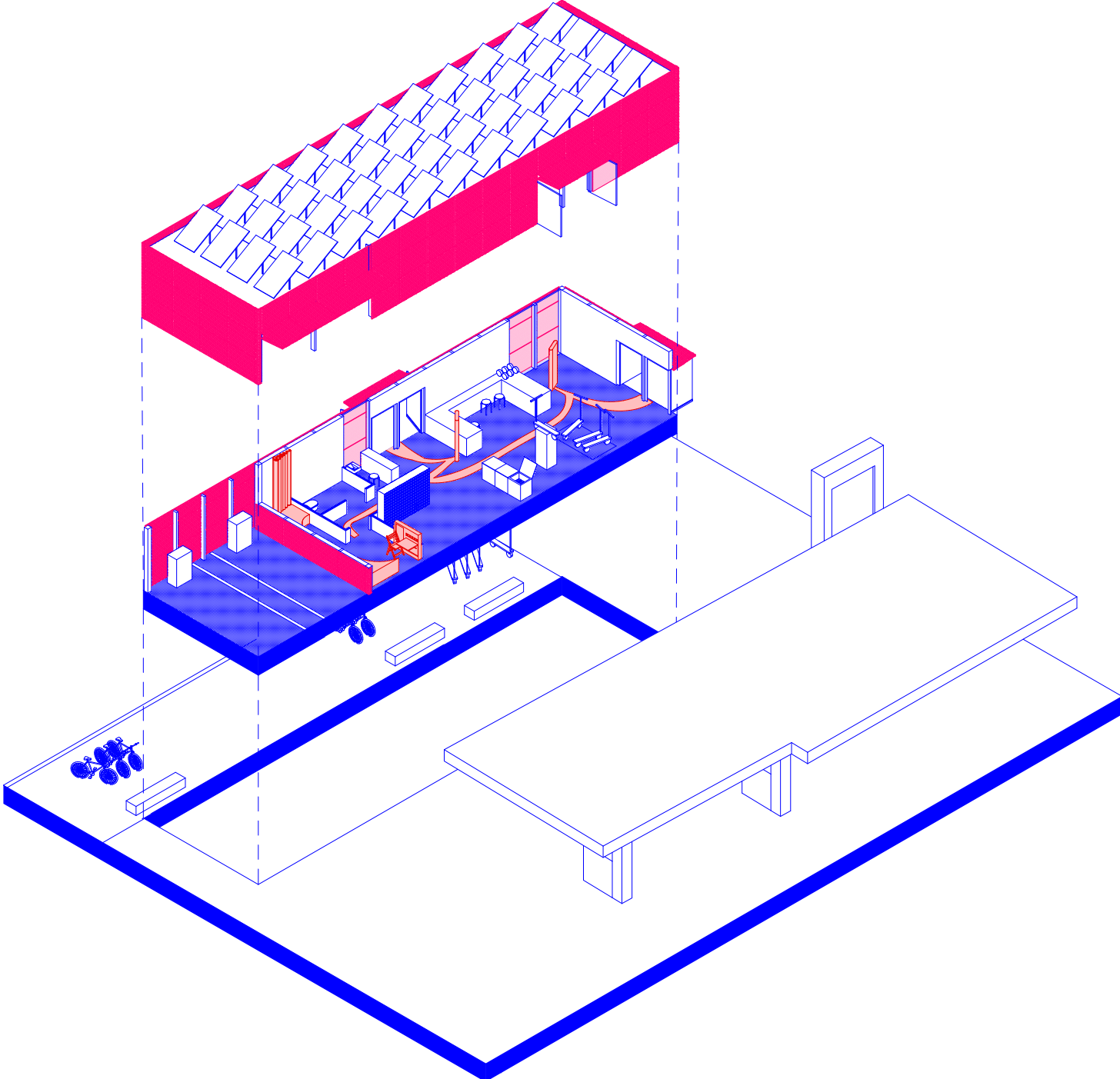


## 4. AUSFÜHRUNG DER NENES

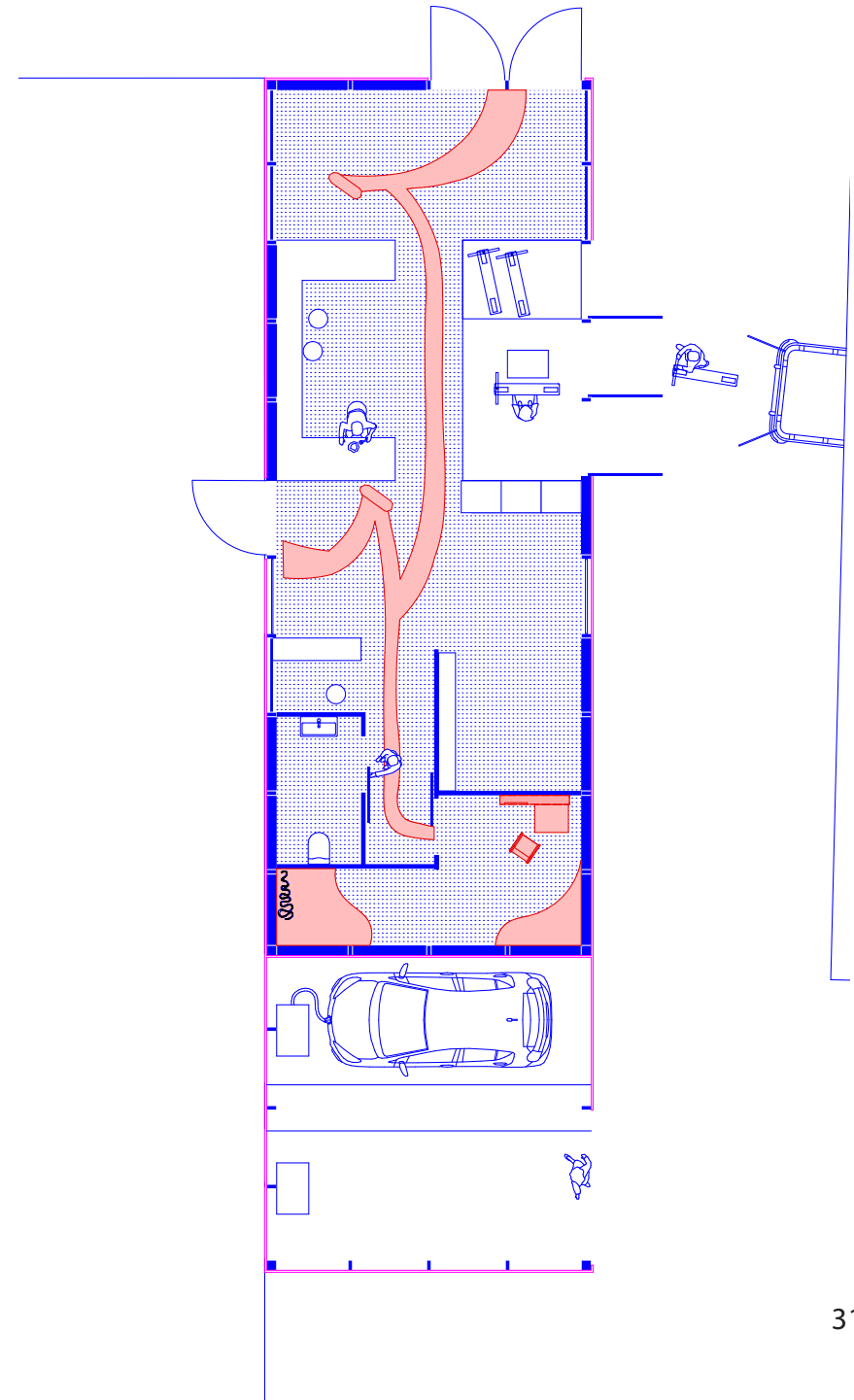
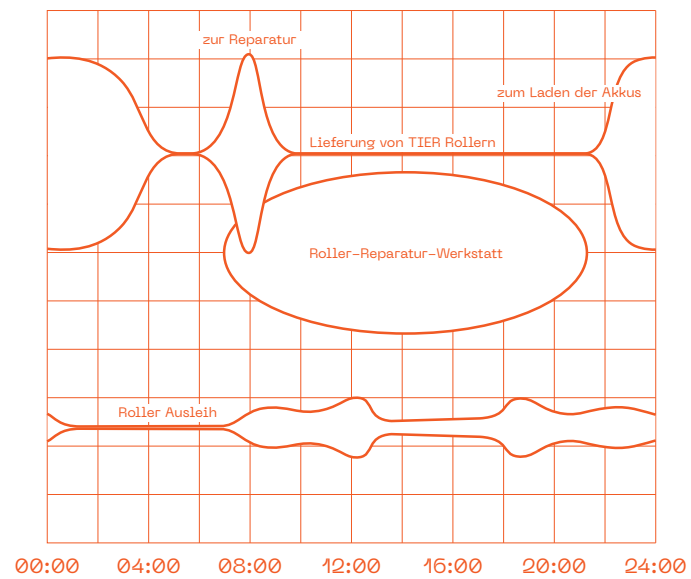


## Regelhaftigkeit der Hubs

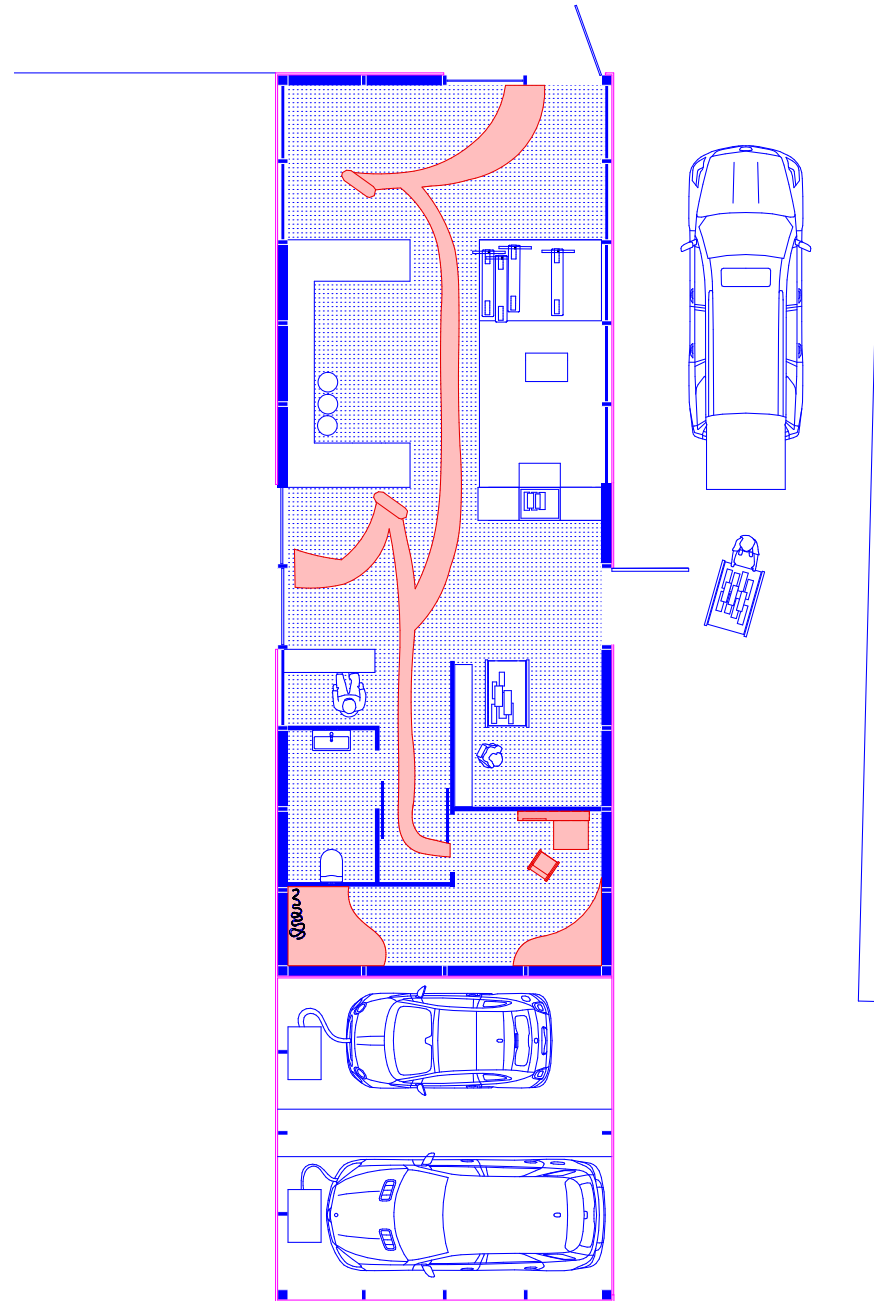
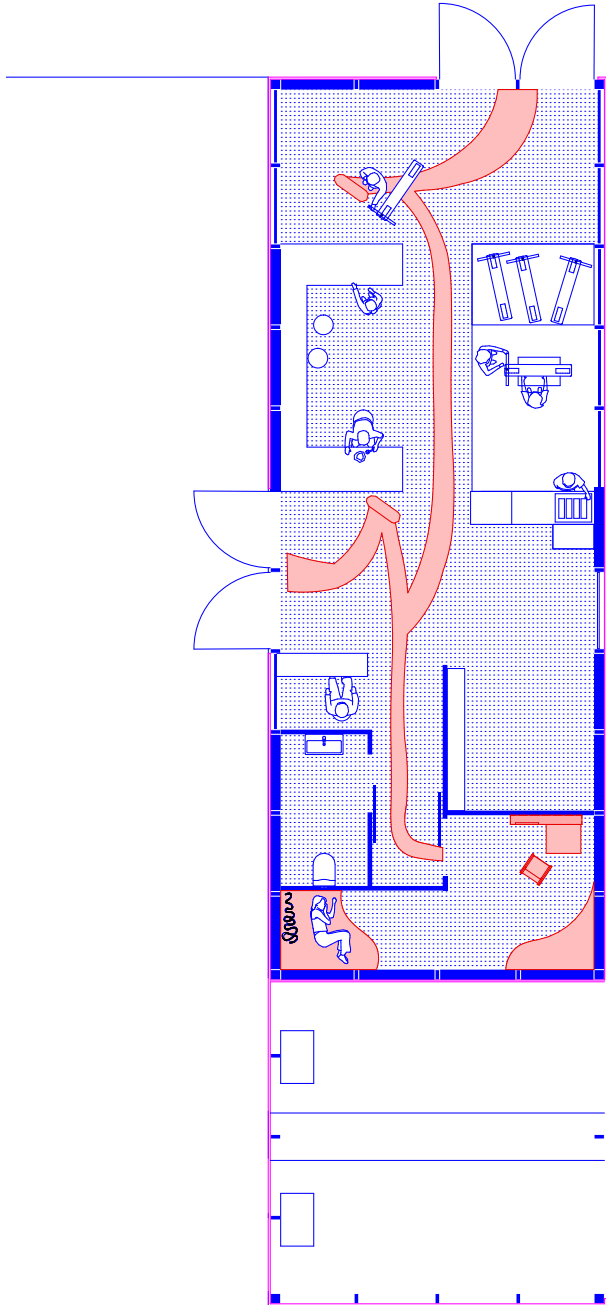
NENE bestimmt...	Kollaboration DHL, UPS, TIER, ... bestimmt...	Standort bestimmt...
... die Fassade		... die Größe
... die Aus- und Eingänge Anzahl und Platzierung	... die Grundrissgestaltung	... die Dachform und Dachnutzung
... spezifische Dienstleistungen Hilfstelefon Saferoom usw		
... das Orientierungssystem		
... die Konstruktion		
<b>IMMER GLEICH</b>	<b>VARIERT VON HUB ZU HUB</b>	

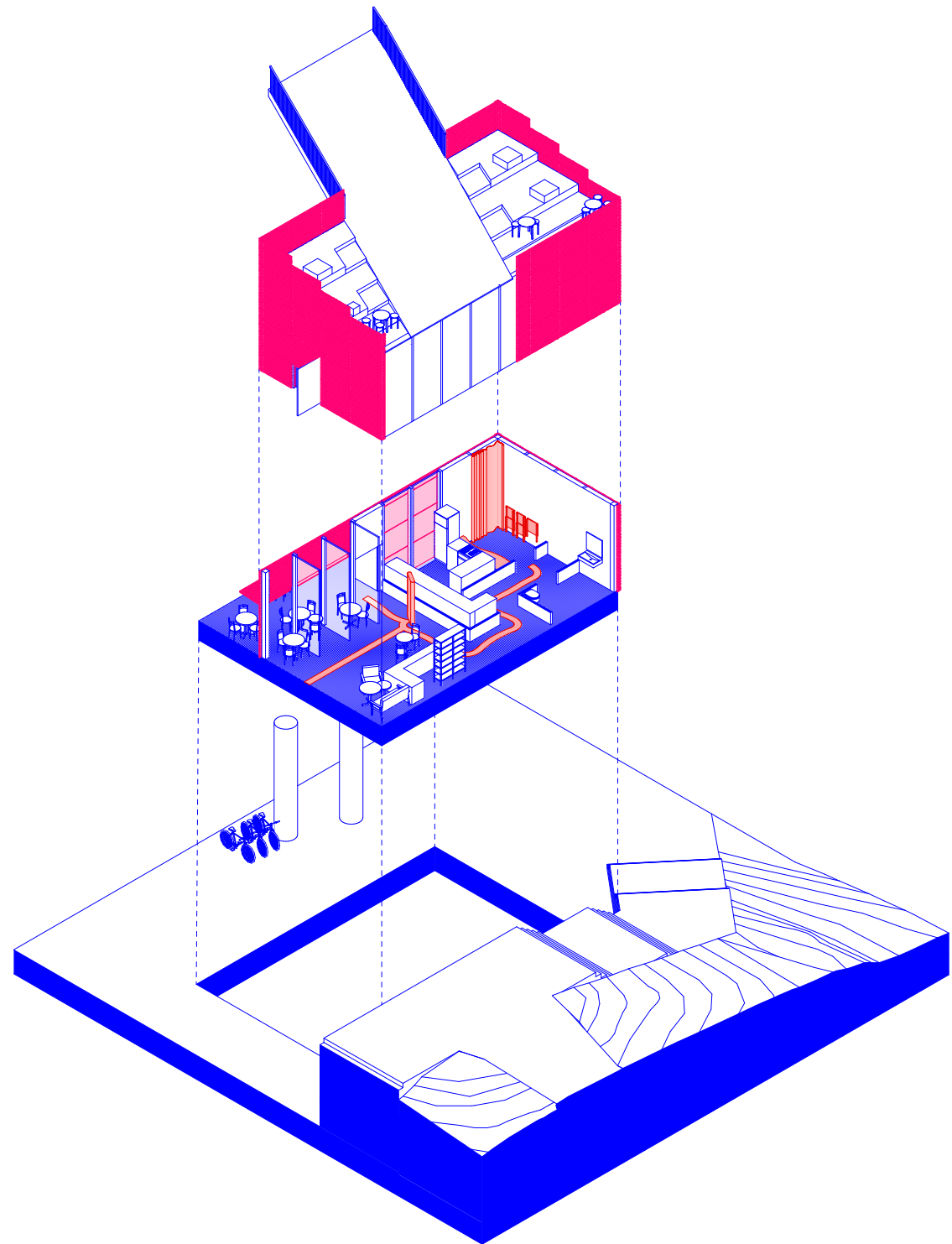


### Programm & Belebtheit

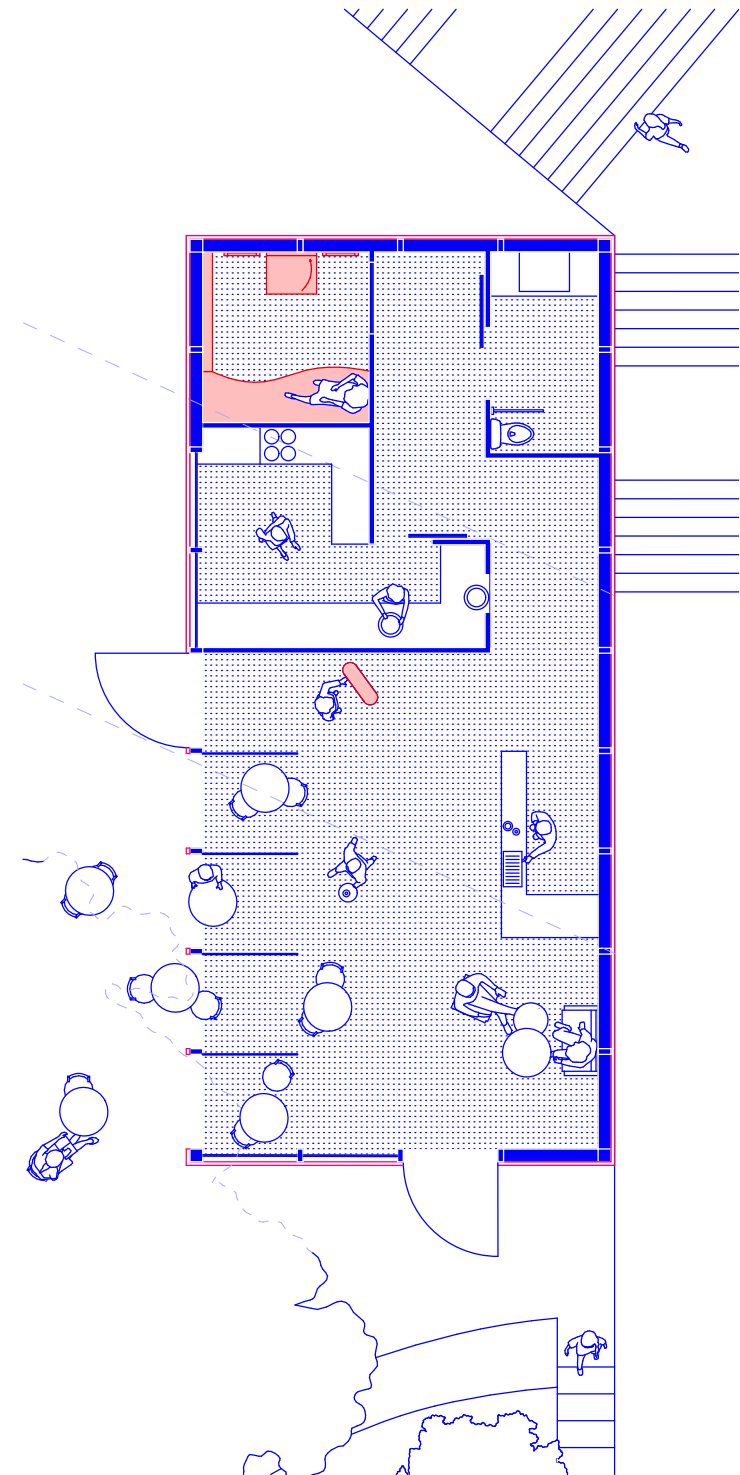
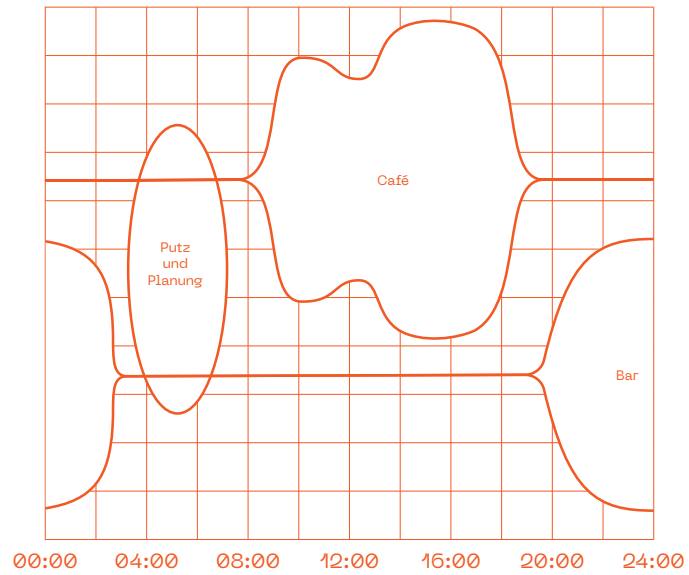


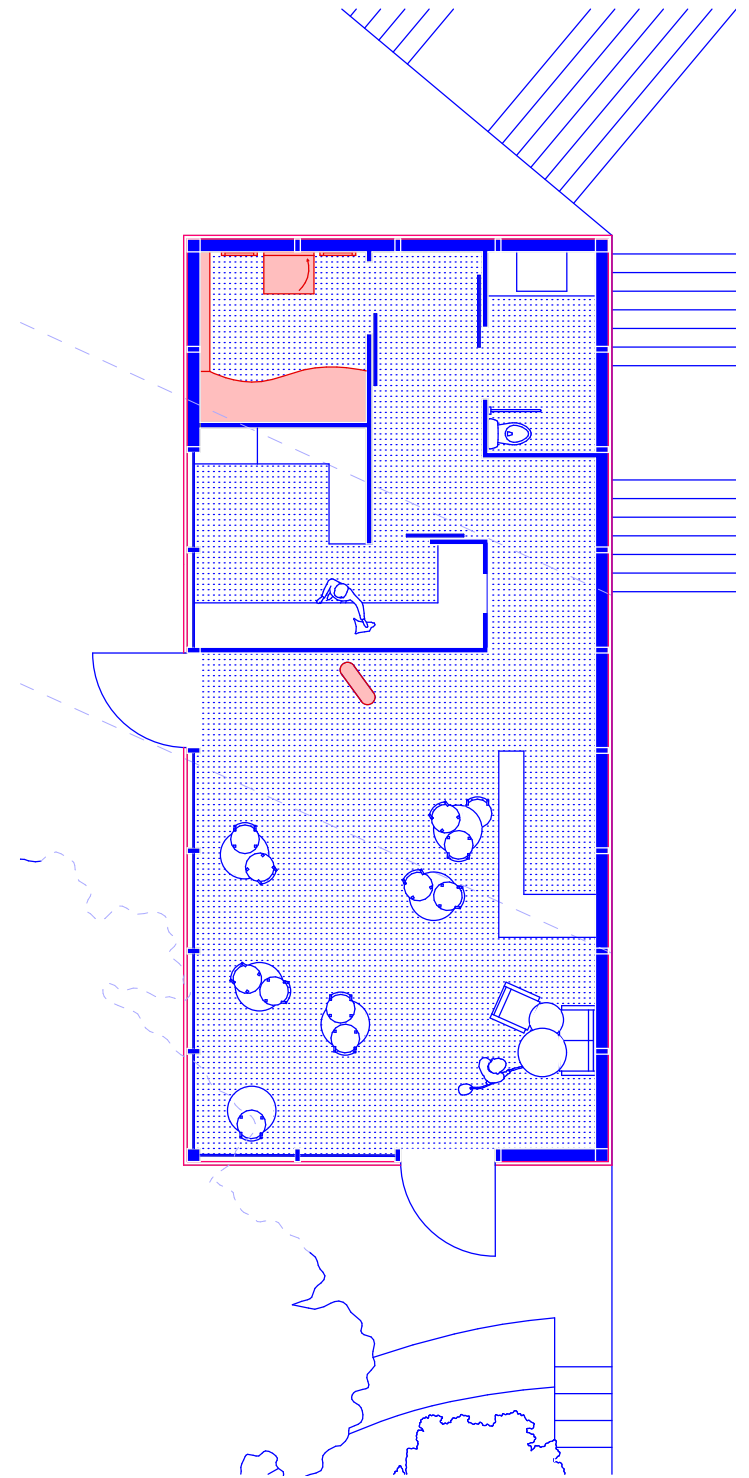
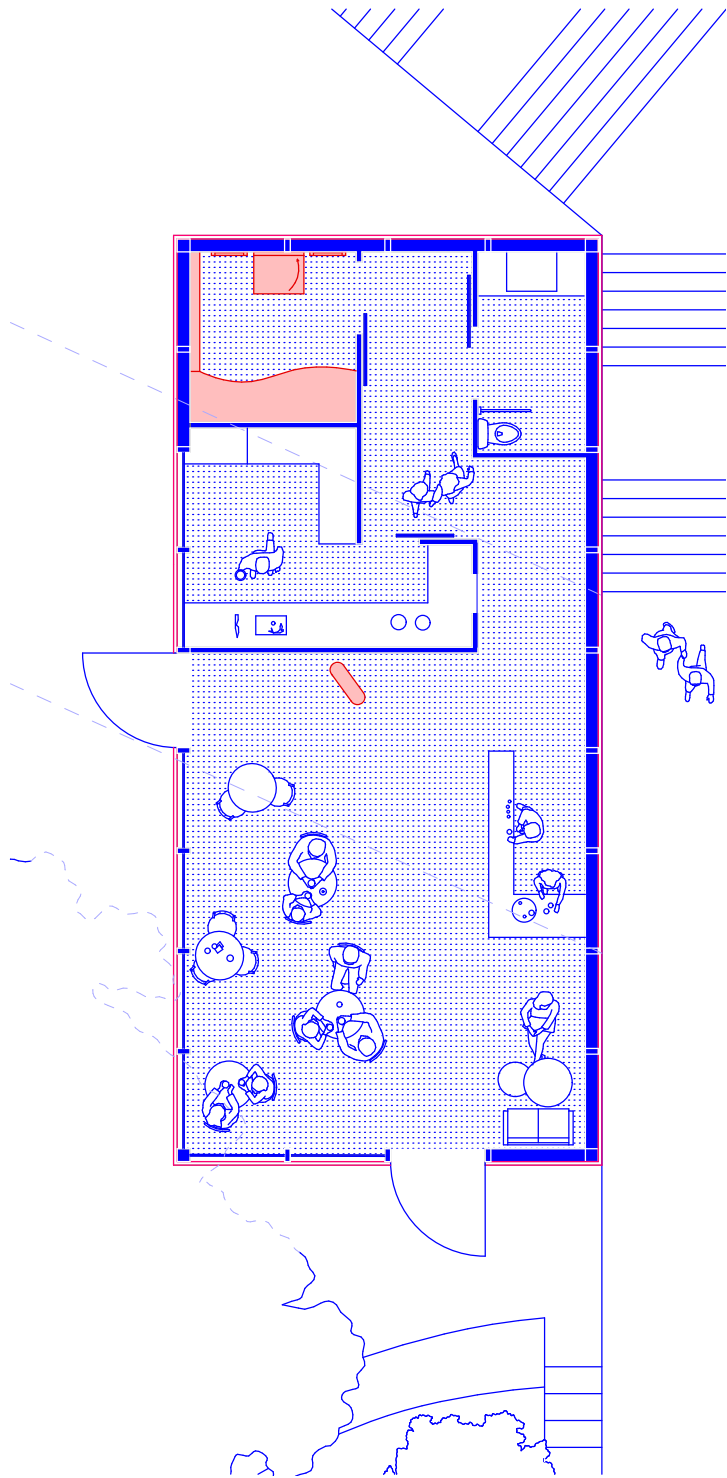




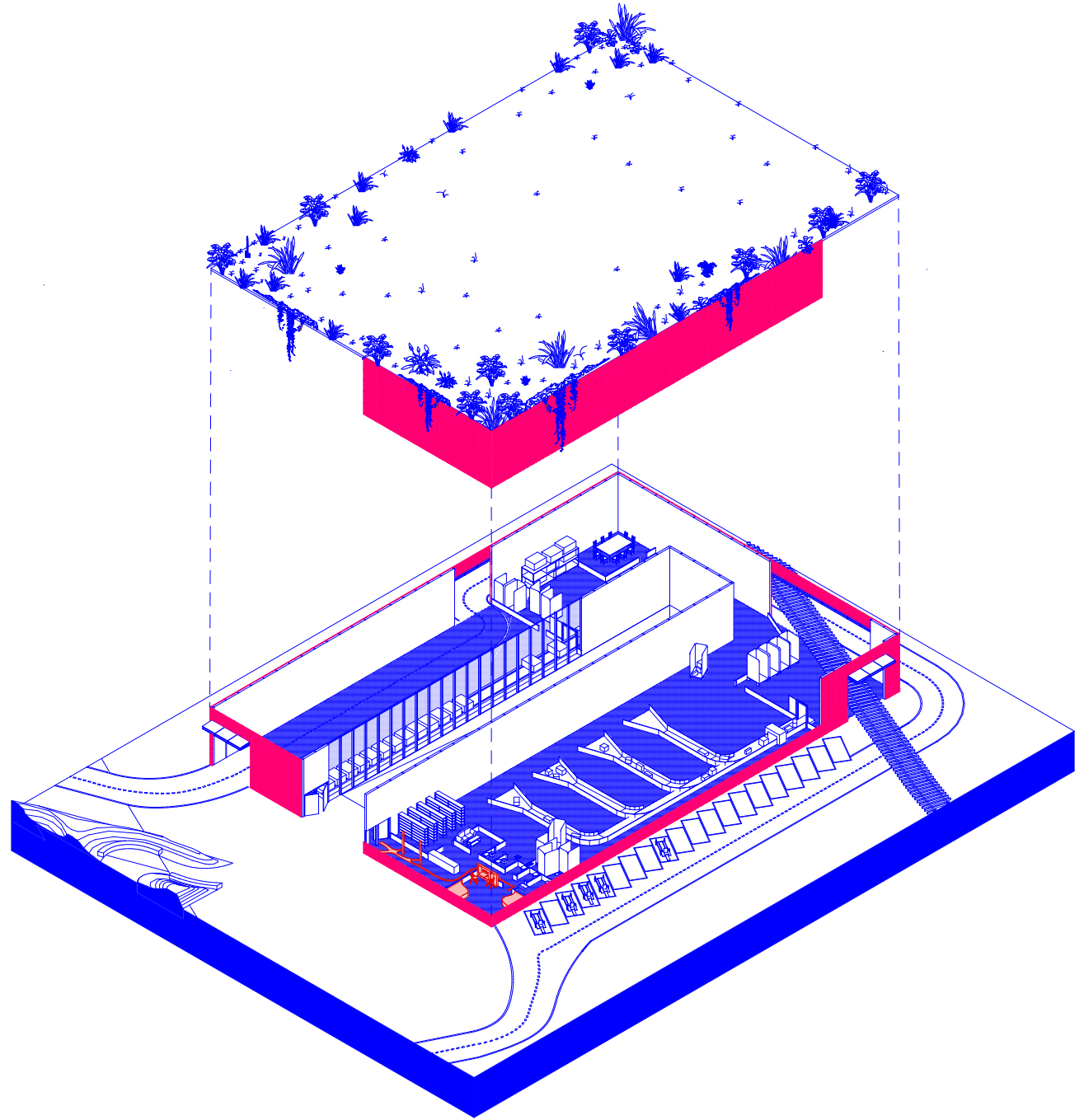


Programm & Belebtheit

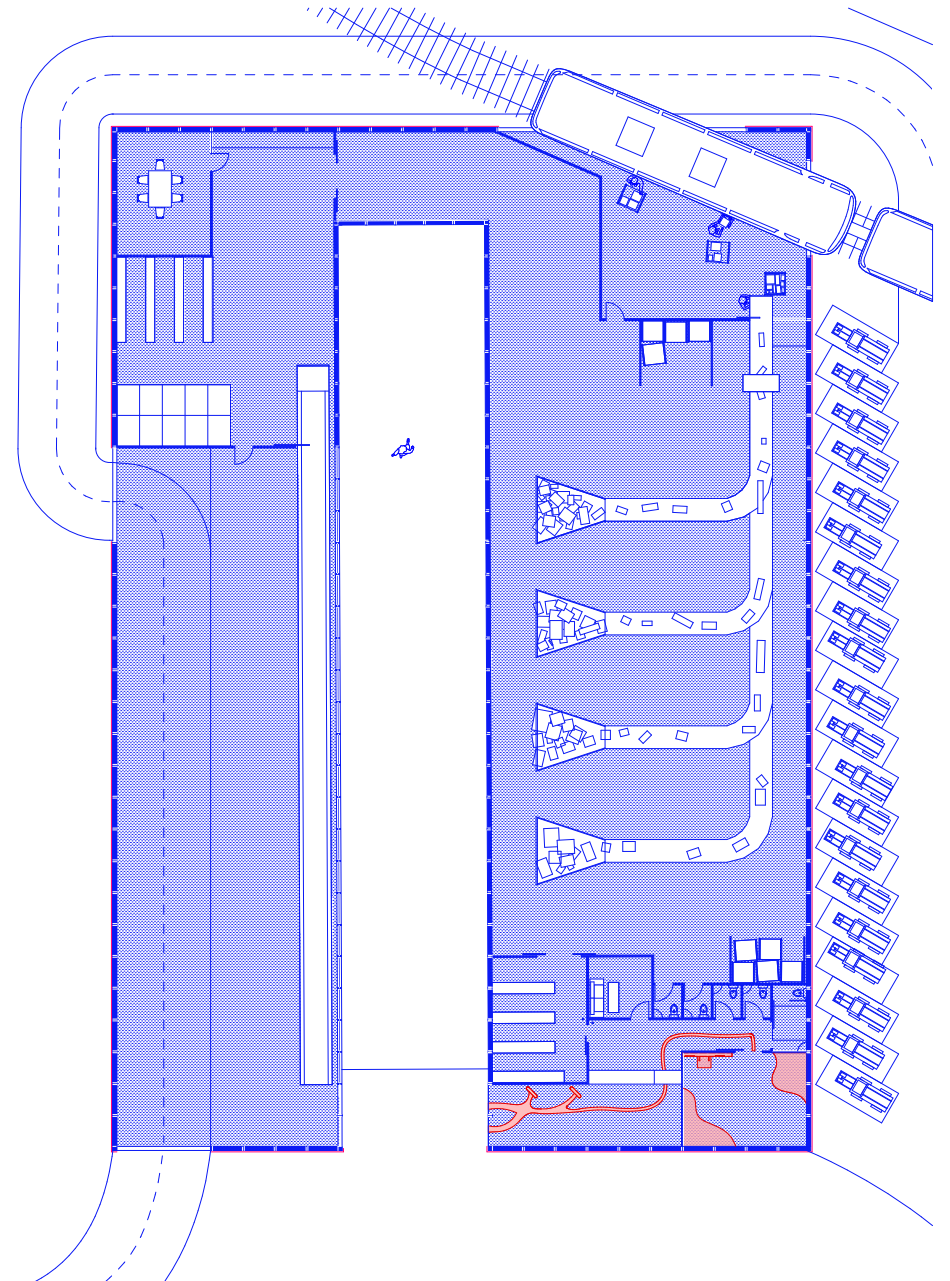
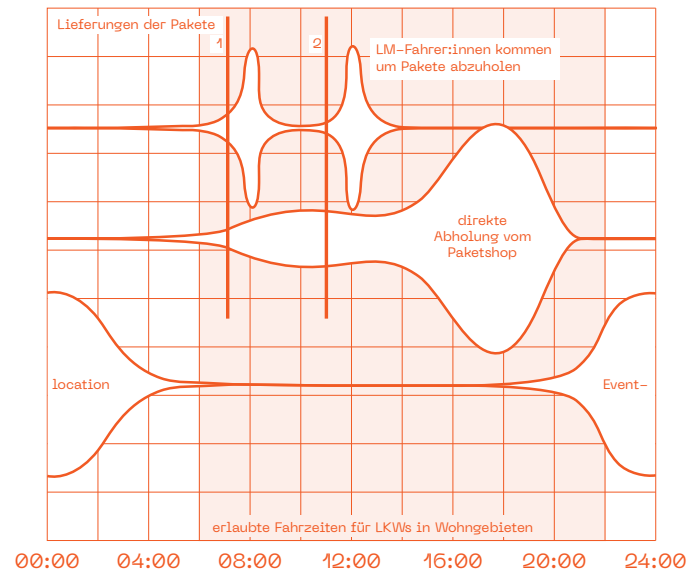


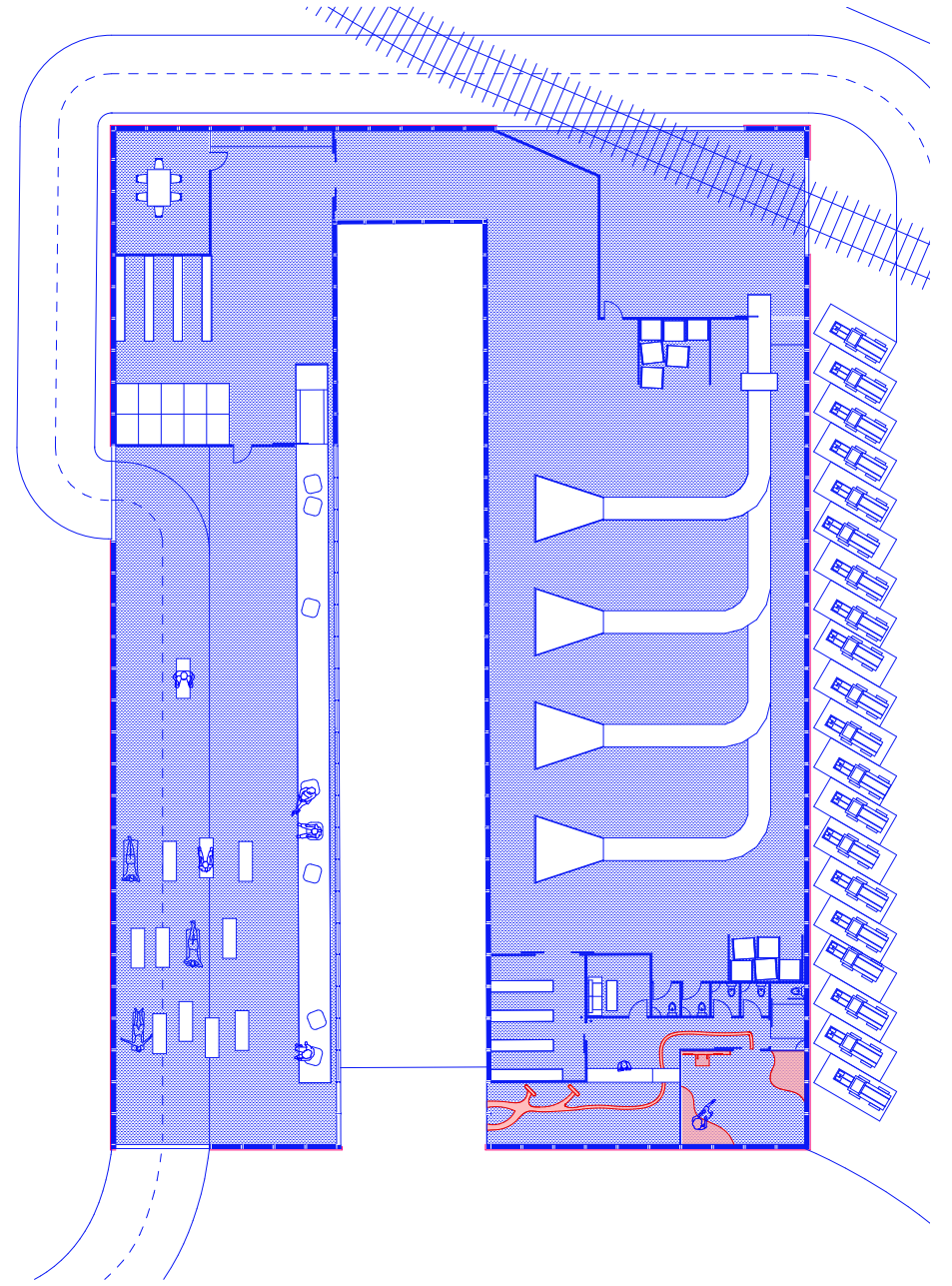
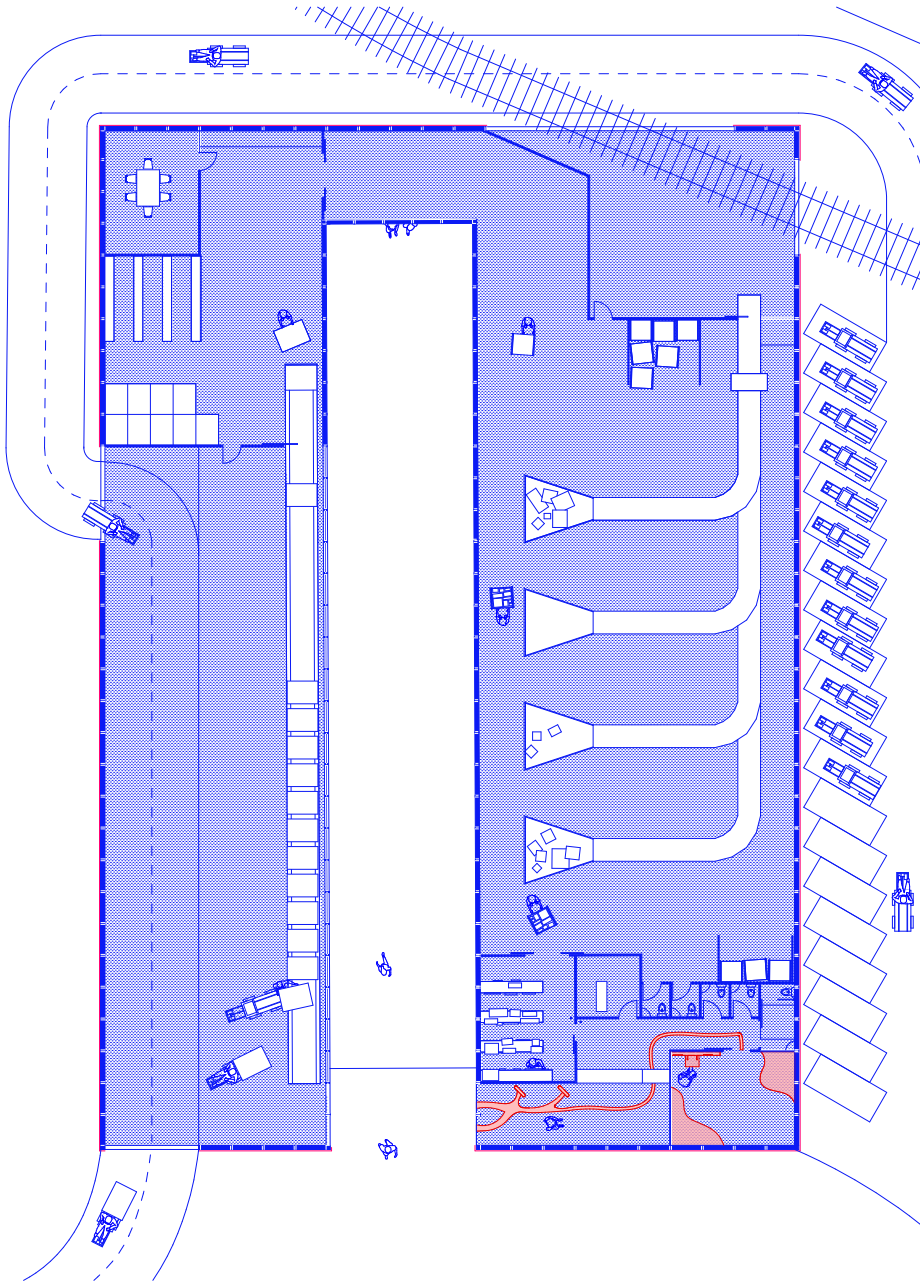


# STERNSCHANZE

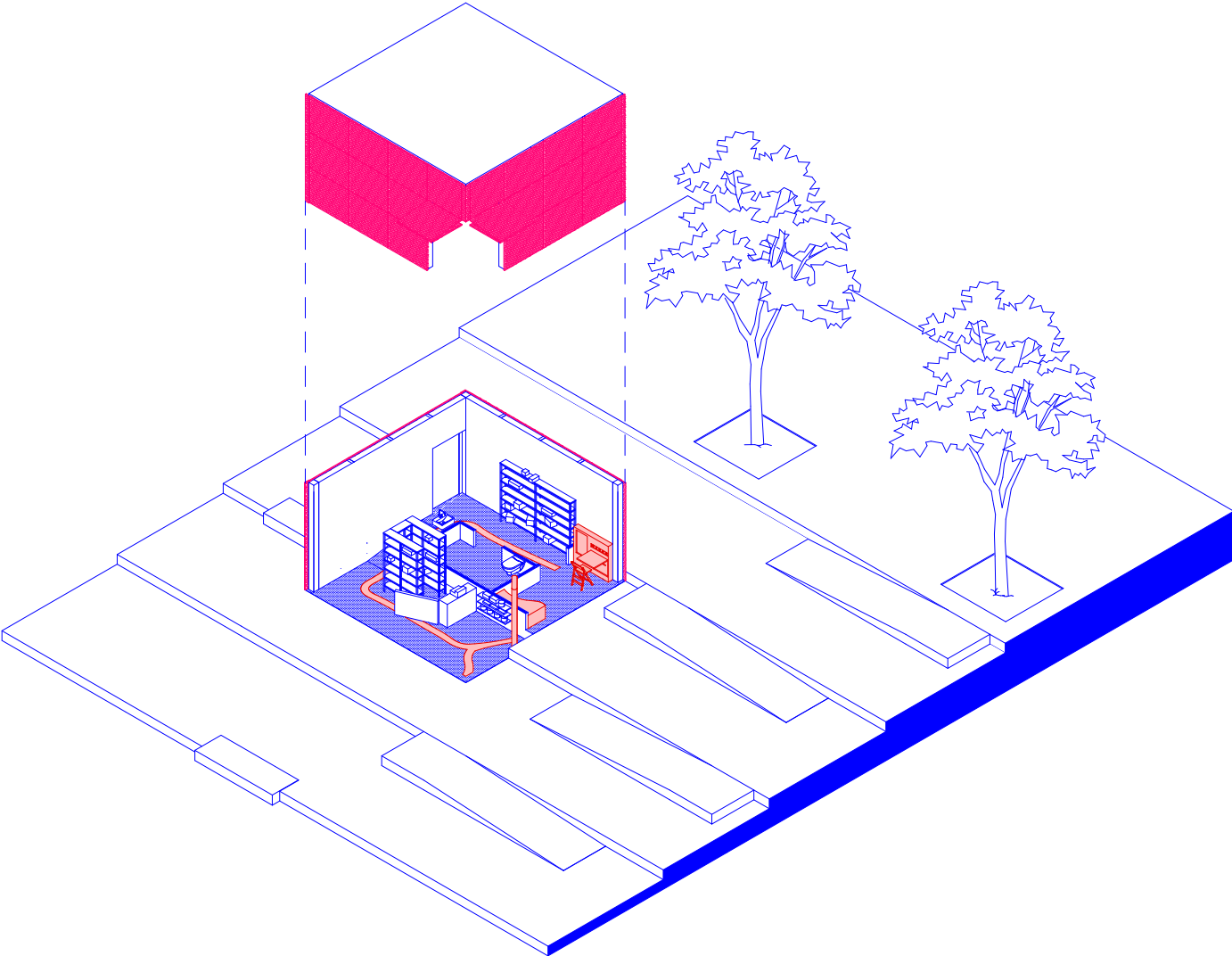


### Programm & Belebtheit



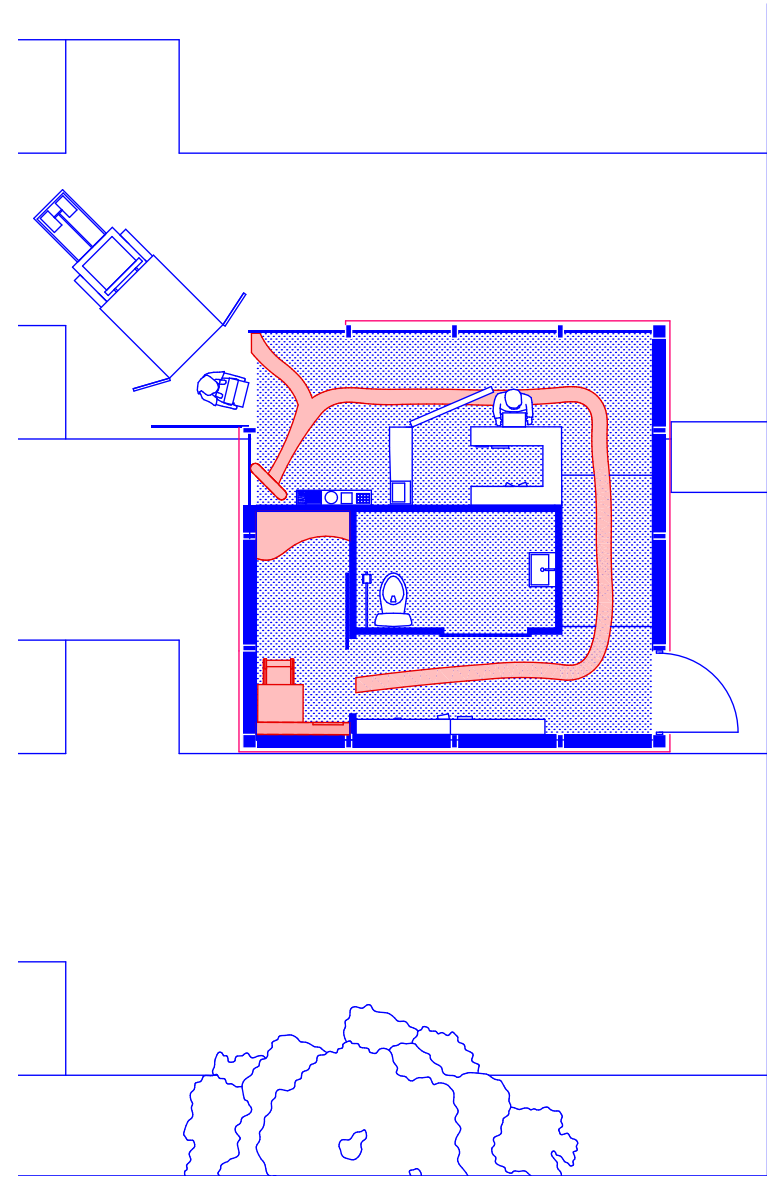
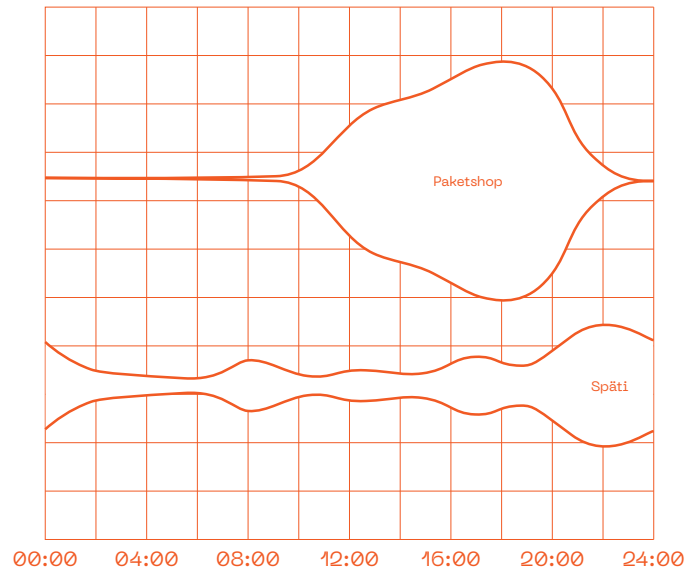


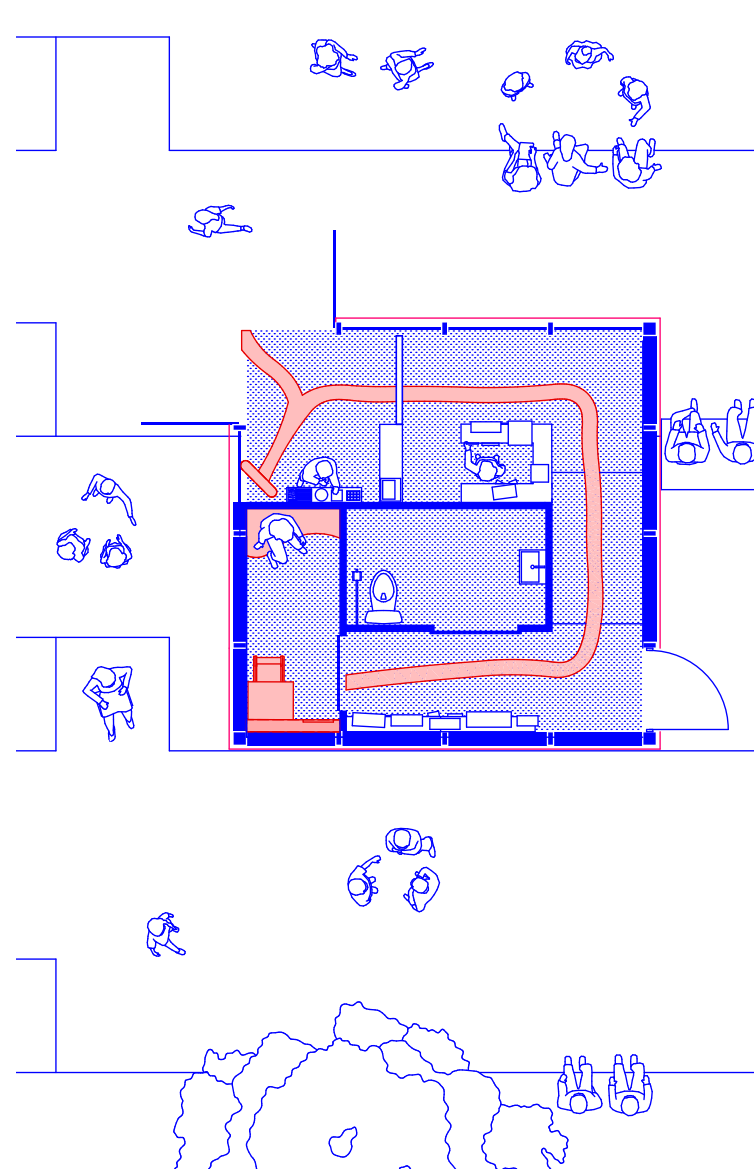
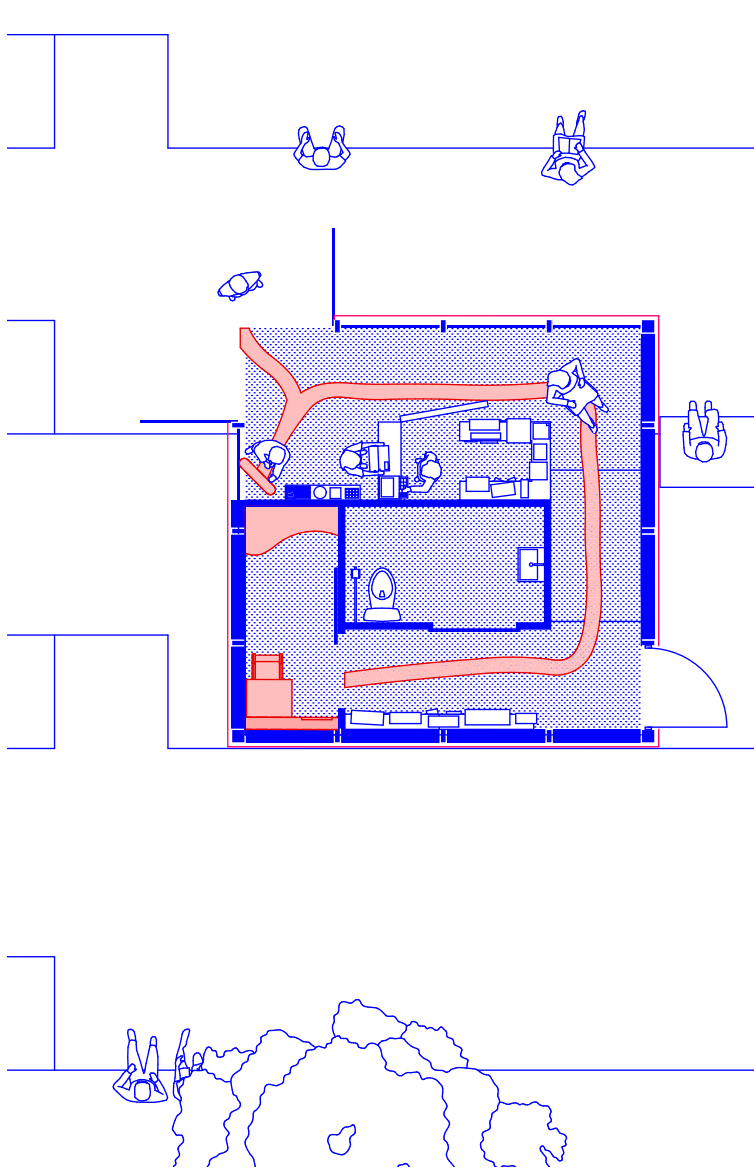
JUNGFERNSTIEG

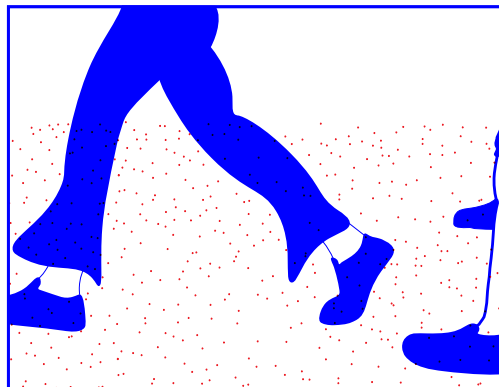
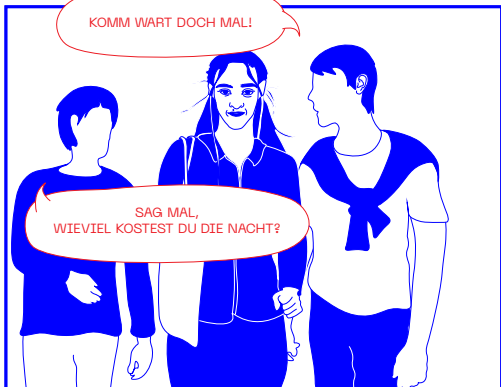
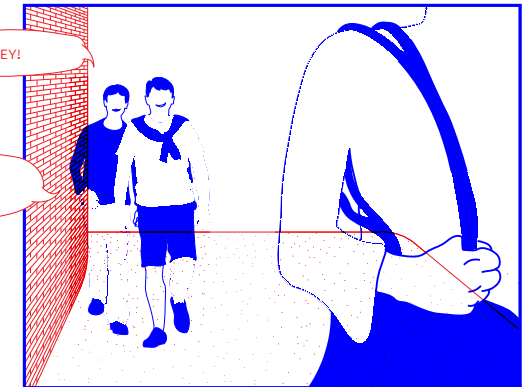
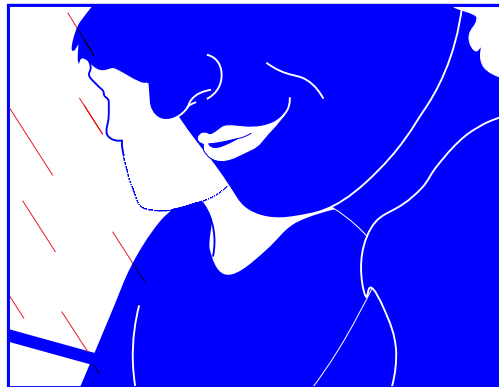
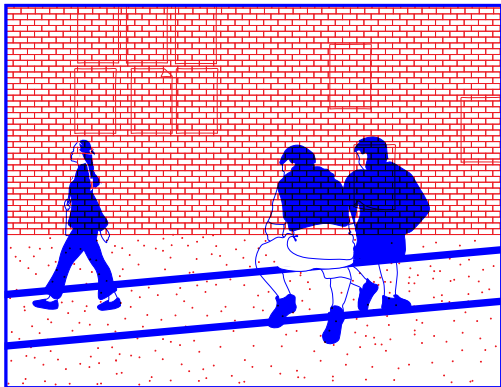
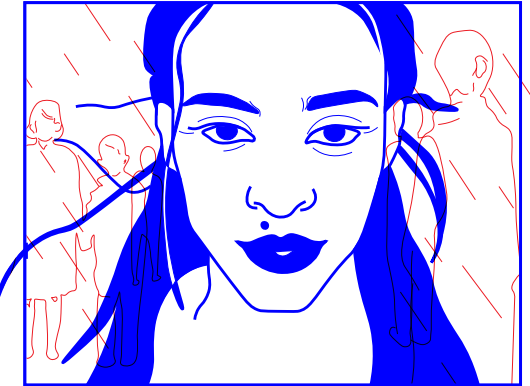
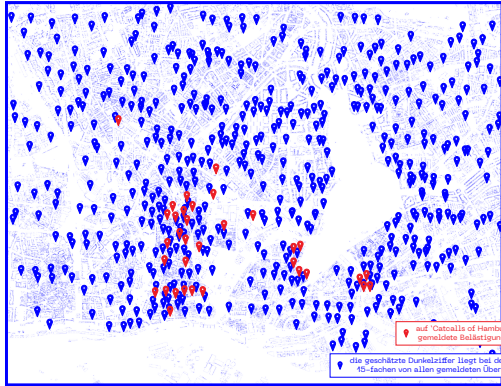




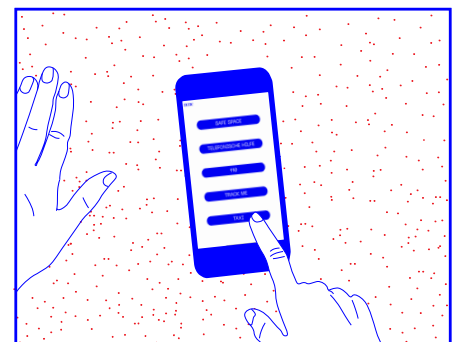
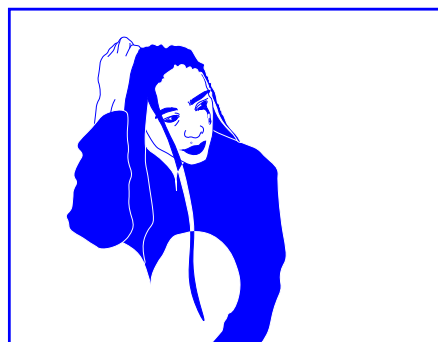
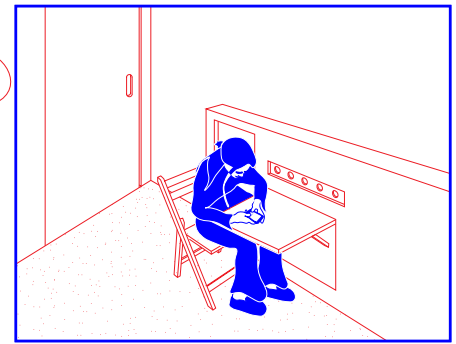
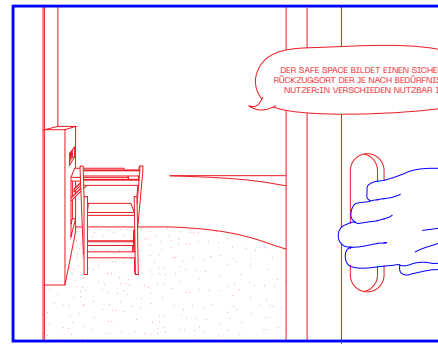
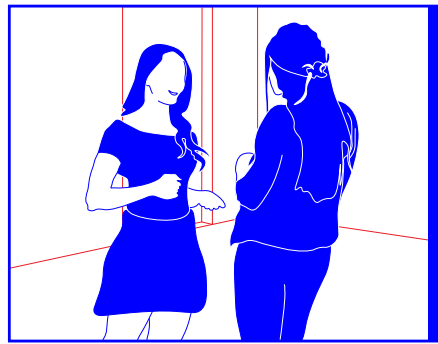
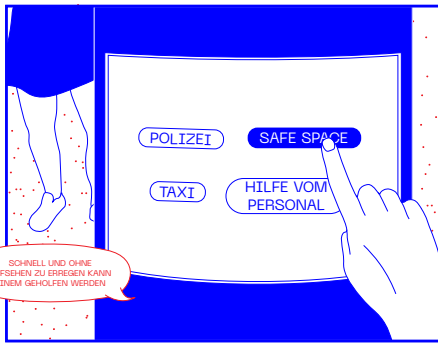
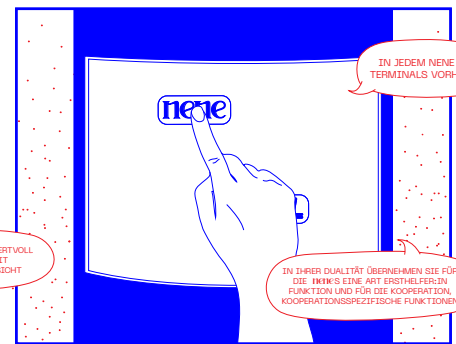
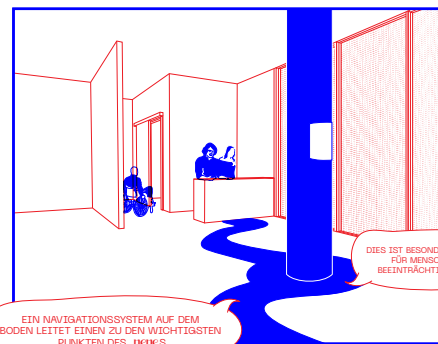
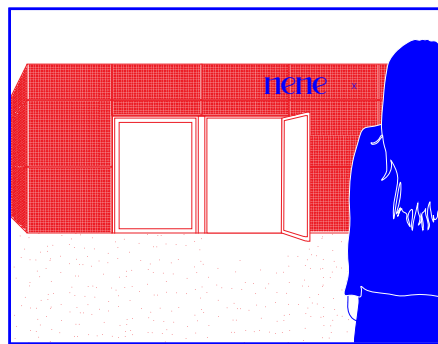
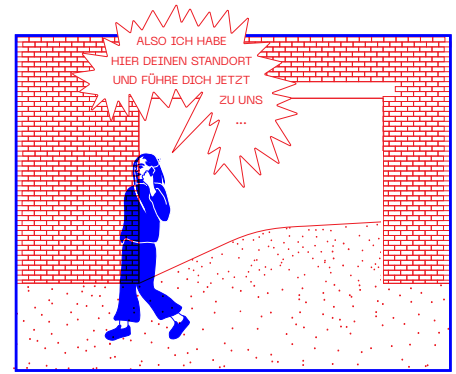
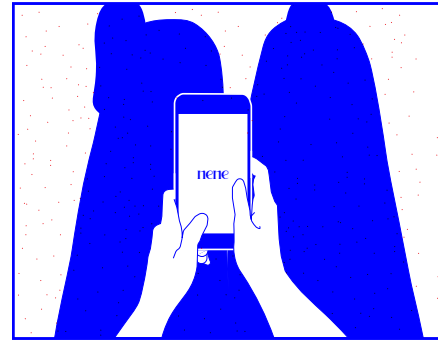
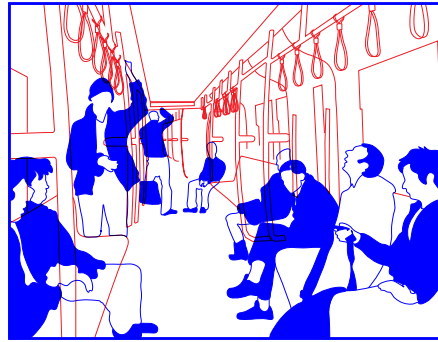
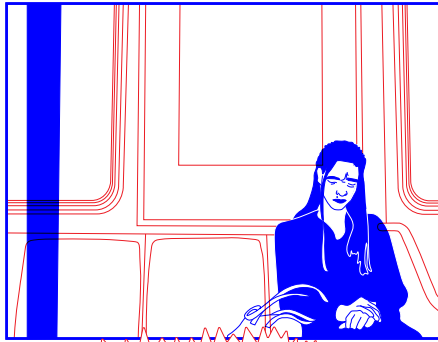
Programm & Belebtheit







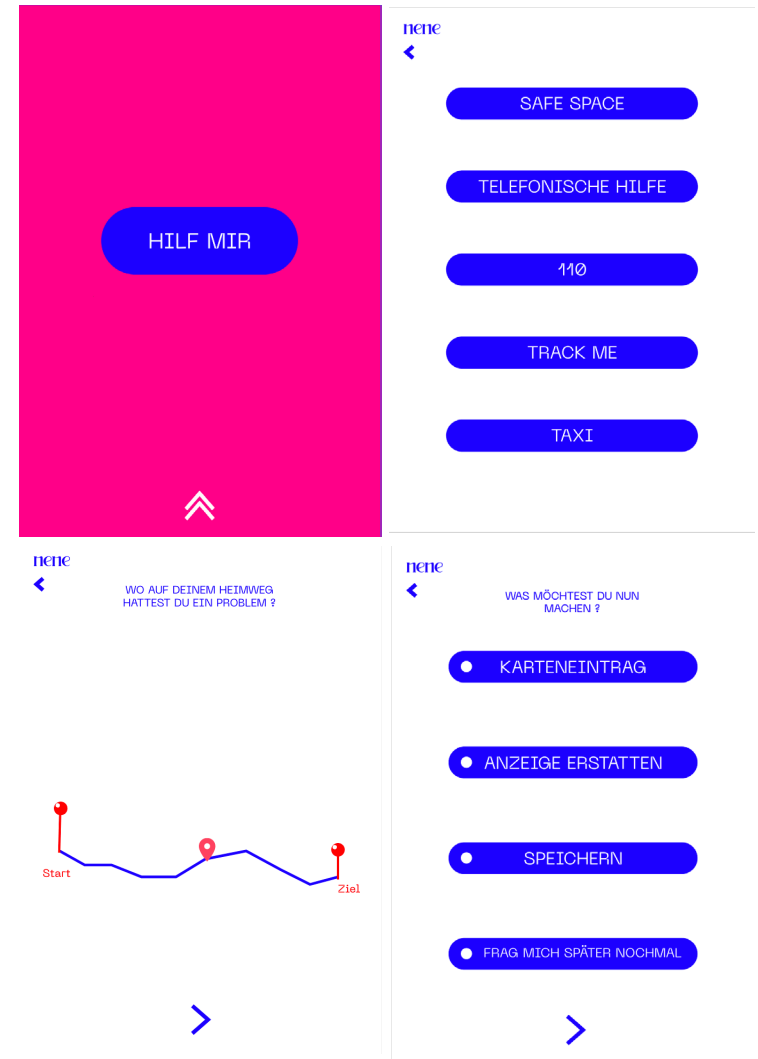
PASSIERT IN HAMBURG, GEMELDET BEI CATCALLS OF HAMBURG



# nene

Eine gleichberechtigte Stadt

START



LINK ZUR APP

<https://xd.adobe.com/view/585d0bbe-6b61-4cfe-b268-d9991a90091b-0d0e/?fullscreen&hints=off>

## 7. LITERATUR

### DISCRIMINATION BY DESIGN

#### A FEMINIST CRITIQUE OF THE MAN-MADE ENVIRONMENT

LESLIE KANES WEISMAN  
university of illinois press  
1992

„Armed with society's tacit approval, men can turn allegedly public city streets into a private male jungle where women are excluded or, in the words of the poet Marge Piercy, „stalked like the tame pheasants who are hand-raised and then turned loose for hunters to shoot, an activity called sport.“

Seite 67

„Woman, thus unable to regulate their interactions with male strangers in public places, are robbed of an important privilege of urban life: their anonymity. [...] Researchers have demonstrated that women avoid eye contact, stiffen body posture, restrict movements, and move out of the way of pedestrian traffic more than men, a pattern of submissive behavior observed in animal societies. Irwin Altman, a psychologist, maintains that this behavior requires an enormous amount of energy, which „places great stress on adrenal and cardiovascular systems, resulting in heightened psychological tension and anxiety...[and] psychic damage“

Seite 69

„It stands to reason that women perceive public space as unmanageable and threatening, they will avoid it and restrict their mobility within it“

Seite 70

„METRAC [Metro Action Committee on Public Violence Against Women and Children] produced the groundbreaking WISE (Women in Safe Environments) Report, documenting the design characteristics, that contribute to women's feeling unsafe in public places (poor lighting, being deserted, not being visible to others, and having no access to help are qualities that are high on the list)

Seite 71-72

„METRAC [...] invited [...] women park users to join in da and night time „walkabouts“ to assess existing conditions and suggest changes that would make the park feel and be safer. The factors they considered included: lighting, sightlines/visibility, entrapment possibilities, ear and eye distance, movement predictors, signage/information, visibility of park staff/police, public telephones assailing escape routes, maintenance levels (for example, neglected areas or replacing damaged lights and signs), parks programming information, and isolation (one of the biggest factors in feeling safe or unsafe)“

Seite 72

„Assaults in urban places, to a great degree, are crimes of opportunity.“

Seite 72

„While the design of our physical surroundings does not cause sexual assault, it plays a significant part in creating opportunities for it. Those who are vulnerable—women, children, the disabled, and elderly people— have the right to safe access to the cities in which they live. Preventing sexual assault against women by deliberate planning and assessment results in urban and architectural design that enhances everyone's safety.“

Seite 72

„In 1974 I joined Noel Phyllis Birkby in a two-year collaboration in which we asked women to draw their environmentally fantasies [...].

They [the participants] were mostly, but not all, white women, ranging in age from late teens to early seventies. The majority were between twenty-five and forty-five and well educated; many had earned college degrees. Most were employed or looking for work; only a small percentage were full-time homemakers.

[...]

As our collection of drawings grew, we began to notice patterns that spoke of shared

experiences and common aspirations among the participants. Four "themes" emerged:

the women needed private, safe space; they wanted control over who could enter it, why, and for how long; they wanted the physical arrangement of their dwellings to adjust to changes in their moods, activities, and relationships with others; and they felt that it was important to have contact with nature and natural materials that soothe and stimulate the senses.

[...]

If we had obtained more drawings from less educated, minority, and/or very low-income women, we might have seen a strong preference for the traditional house and neighbourhood since they symbolize the social status and security these groups are regularly denied.

Seite 168–170

## WOMEN IN SEARCH OF UTOPIA THE CRAFT OF THEIR HANDS

Frances Whyatt  
New York, Schocken  
1984

„At home with the women  
Under the full sail of their abilities  
I count my fingers and wish them buildings  
I count my legs and wish them hammers  
I count my arms and wish them bulldozers  
I look into my eyes and wish them geometry  
I look into my head and wish it a compass  
I look into my heart and wish it architecture  
I look into my womb and wish I had designed it.

Seite 67

## INVISIBLE WOMEN EXPOSING DATA BIAS IN A WORLD DESIGNED FOR MEN

Caroline Criando Perez  
London  
2019

„60% [der Frauen] haben Angst davor,  
am Bahnsteig zu warten“

Seite 53

„Studien weltweit zeigen,  
dass Angst [...] eine der wichtigsten Gründe ist, warum Frauen öffentliche  
Verkehrsmittel nicht nutzen“

Seite 53

„59% [der Frauen] haben Angst vor dem Heimweg von einer Bushaltestelle  
oder einem  
Bahnhof“

„Dies beeinträchtigt die [...] gleichberechtigte Teilhabe von Frauen am  
städtischen Raum“

Seite 53

„Allzu oft wird Frauen selbst die Schuld für ihre Angst gegeben  
und nicht den Planer:innen für die Gestaltung städtischer Räume und  
Transitsituationen,  
die ihnen ein Gefühl der Unsicherheit geben“

Seite 54

„Eine [französische] Studie besagt, dass 90% aller Frauen Opfer sexueller  
Gewalt  
in öffentlichen Verkehrsmitteln werden“

Seite 57

## FEMINIST CITY CLAIMING SPACE IN A MAN-MADE WORLD

Leslie Kern  
Toronto  
2020

„I think I learned then that a city—its dangers, thrills, culture, attraction, and more—resides in the imagination as well as in its material form.“

Seite 11

“In everyday life, the statements „the city is not for women“ and „a woman’s place is in the city“ are both true.“

Seite 11

„In other words, the city is the place to be heard; it’s also the place we’re fighting for. Fighting to belong, to be safe, to earn a living, to represent our communities, and so much more.“

Seite 118

„Nothing that we have wasn’t fought for; nothing that we gain in the future will be given without a fight.“

Seite 119

„All of these movements push back against the „naturalized“ geographies of rape culture: the idea that sexual assault is almost inevitable in certain spaces (university campuses, „bad“ neighbourhoods) and that vulnerable people like women must either avoid those places or take precautions such as dressing conservatively“

Seite 126

„The very everyday experiences of catcalling and sexual harassment serve to reinforce fear as women are constantly sexualized, objectified, and made to feel uncomfortable in public spaces. Geographer Hille Koskela observes that „sexual harassment reminds women every day that they are not meant to be in certain spaces.“

Seite 146

„But since we have very little control over the presence of men in our environments, and can’t function in a state of constant fright, we displace some of our fear onto spaces: city streets, alleyways, subway platforms, darkened side-walks.

These spaces populate our personal mental maps of safety and fear. The map is a living collage, with images, words, and emotions layered over our neighbourhoods and travel routes. The layers come from personal experiences of danger or harassment but also media, rumours, urban myths, and the good old „common sense“ that saturates any culture. The map shifts from day to night, weekday to weekend, season to season.“

Seite 149

“The stress generated by a steady, if usually low-key, state of uneasiness in the everyday environment is unhealthy and can have long-term ramifications.

Recent research suggests that the high levels of stress affect longevity and may even show up as damage to our DNA.“

Seite 151

„Examples of changes in urban design include alterations to improve lighting, clear obstructed sightlines, and create well-trafficked routes through housing and civic developments. Installation of emergency phone boxes and call buttons in parking garages, parks and on university campuses can offer an increased sense of safety.“

Seite 153



„Around the world, public transit systems are hot beds of harassment and assault for women. In their survey of girls and young women in Lima, Madrid, Kampala, Delhi and Sydney, NGO Plan International found that public transit was a critical „problem spot“ where women reported groping, harassment and being followed.“

Seite 154

„It's hard to overestimate the effect of daily fear.“

Seite 158

