Safer Cities: Her Way 2
Guidelines
January 2026

transport.nsw.gov.au

NSW GOVERNMENT

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

Cover image: Young girl attending 'Cinema in the Park' event in MacCabe Park, Wollongong CBD, delivered as part of the Safer Cities: Her Way 1 program. Credit: Wollongong City Council

Layered lighting, artwork, seating, planting and accessibility improvements in a CBD Laneway, Lismore CBD delivered as part of Safer Cities: Her Way Pilot project.
Credit: Lismore City Council

Contents

Grant Program Details

Application opening time and date	30 January 2026, 10 am
Closing date and time	6 March 2026, 11:59 pm
Application outcome date	April - May 2026
Project delivery timeframe (for successful applications)	May 2026 – May 2028
Project evaluation and acquittal reports	Required no later than May 2028
Decision-maker	Director Vibrancy, Active Transport and Vibrancy, Planning, Integration and Passenger, Transport for NSW
NSW Government Agency	Transport for NSW
Type of grant opportunity	Open, competitive
Grant value (total available funding for the grant and the available individual grant amounts, excluding GST)	Grant funding milestones over Financial Years 2025/26 to 2027/28. Available grant funding total: $14.95 million Individual grant amounts: • Tier 1: $1 million • Tier 2: $150,000
Enquiries	Vibrancy Active Transport and Vibrancy revitalisation@transport.nsw.gov.au

Layered lighting, public art and wayfinding in Mann Laneway, Gosford CBD delivered as part of Central Coast Council's Safer Cities: Her Way1 project.
Credit: Central Coast Council

Program Overview

Purpose

Feeling safe, welcome and comfortable in public spaces and transport hub precincts is essential for social and economic participation and contributes to the overall well-being and quality of life of our local communities. Yet safety concerns continue to shape the choices of women, girls, and gender diverse people in where, when, and how they use public spaces and transport hub precincts, both day and night.

Safer Cities: Her Way 2 (the Program) is a $15 million grant program, part of the NSW Government's broader Safer Cities program that includes state agencies and local council partners. The Program provides successful council applicants with funding to help improve perceptions of safety in our public spaces and transport hub precincts for everyone in community, particularly for women, girls and gender diverse people. From 30 January until 6 March 2026, Transport for NSW (Transport) invites NSW councils to apply for funding over 2 years to deliver projects developed with local communities.

The Program builds on the success and learnings of previous Safer Cities projects, diversifying the Program's focus to deliver initiatives that create both immediate and longer-term change, shaping how people use public spaces and how places feel over time to address ongoing safety challenges.

Aims

The wider Safer Cities program and this Program has the same aims. The aims that are aligned with the United Nations Safer Cities for Girls program, adapted for a NSW context:

1. Increasing women, girls' and gender diverse people's safety and access to public spaces.
2. Enabling women, girls and gender diverse people to move freely and alone in their community.
3. Increasing women, girls' and gender diverse people's engagement with how the spaces around them are designed and managed.

The NSW Government commitment to Vibrancy

The Safer Cities program is part of the NSW Government's ongoing commitment to enhance vibrancy across NSW. It builds on significant investment in public spaces and transport hub precincts, which play a critical role in supporting community connection and physical and mental well-being.

OFFICIAL

Principles

The broader Safer Cities program operates under five guiding principles that shape how each project is planned, designed, and delivered:

Collaboration with community ensures all projects are co-designed with local women, girls and gender diverse people, stakeholders or target groups to address genuine community needs and build stewardship.

The precinct approach treats public spaces and transport hubs as integrated precincts that both reflect local character and strengthen community connections to our precincts both day and night.

The first and last mile of journeys targets the critical start and end points of people's trips when walking, cycling, and using public transport.

Trialling and testing big ideas to build legacy, trial innovative, creative solutions at the local level that can be replicated and expanded across multiple locations.

Evaluation and research measuring what works and why to build knowledge and contribute to the case for change.

Women's Safety Charter for the Public Domain – Places and Transport

The Charter is a whole-of-government initiative that is led by Transport and brings together government agencies, the non-government sector advocates and industry to take collective action to improve the safety of women in public places and on the transport network.

The Safer Cities program supports the aims and objectives of the Charter by embedding gender-responsive principles into the design and management of public spaces and transport hubs, ensuring that safety for women is a core consideration in creating more inclusive, vibrant places.

To learn more, visit: Women's Safety Charter for the Public Domain – Places and Transport

Women's Safety Charter for the Public Domain

Places and Transport

March 2025

NSW GOVERNMENT

OFFICIAL

Approach

The Program takes a collaborative and open-ended approach to project design, enabling council partners to work with their communities to plan, design and deliver gender-inclusive placemaking initiatives. This approach ensures projects reflect community needs and empowers women, girls and gender diverse people through participation in the planning process.

Engage and co-design

The Program maintains flexibility in deliverables to enable engagement and co-design with communities and stakeholders, particularly local women, girls, and gender diverse people, to shape project locations and initiatives.

When initiatives have been identified through previous engagement or data, engagement and co-design can be used to inform their type and qualities. For example, if the need for an artwork has been identified through prior engagement, co-design might determine whether it's a sculpture, floor mural, or wall mural, and its colours, materials, and subject matter.

Local councils participating in the Program must engage and co-design with their local communities and stakeholders. Tailoring their engagement approach to the local context. Council partners will identify relevant stakeholders (e.g. government agencies, organisations, community groups) and target specific community sub-sectors connected to the public spaces selected.

Councils must:

While councils are encouraged to tailor activities to suit their project, all projects must include walkshops and co-design sessions (pages 8-9).

To assist councils with engagement, Transport has released resources available in the Great Places Toolkit:

- Community Survey Tool for Public Space and Public Life for surveying community's perceptions of safety.

- Evaluation Tool for Public Space and Public Life for identifying attributes and areas for improvement of a public space.

- Shaping Places together: Ideas for co-designing places for ideas for planning engagement and co-design.

Re-engage

Once the project has been delivered, the impact of the project is determined through the process of re-engagement.

Re-engagement involves measuring deliverables through community and stakeholder feedback, such as repeating previous engagement activities previously undertaken to inform the project. This will inform the evaluation, helping to understand what worked well and opportunities for improvement. This also helps to demonstrate the benefits of placemaking activities and builds a case for future investment.

To help guide this process, Program Core Indicators (Appendix C) have been provided.

Figure 1. Tier 1, on-the-ground project timeline

| Plan, **engage and co-design** | Concept design | Deliver | **Re-engage and evaluate** |

Figure 2. Tier 2, strategic project timeline

| Plan, **engage and co-design** | Develop | Trial pop-up | **Re-engage,** refine and **evaluate** |

What are walkshops?

A place-based walking workshop, also known as a 'walkshop,' is an interactive exercise where government, community, industry, stakeholders and key decision makers move through a public space together, observe its environment, and identify what is working well and ideas for improvement.

The process of a walkshop reveals both practical and emotional responses to a place, highlighting its strengths and opportunities for improvement.

The Program utilises walkshops to capture insights from local community and stakeholders, helping to understand the lived experience of local women, girls and gender diverse people in public spaces and transport hub precincts when walking and cycling.

For information and ideas on how to plan a walkshop, visit page 23 of Shaping places together: Ideas for co-designing places.

Walkshop participants in Port Kembla as part of Wollongong City Council's Safer Cities: Her Way 1 project
Credit: Wollongong City Council.

CASE STUDY:
A teenage girl playground in Morisset

Partner: Hunter and Central Coast Development Corporation (HCCDC)

Playgrounds in parks play an important role in fostering community connection and supporting well-being. Yet many places, including Bernie Goodwin Park in Morisset, are designed for younger children and sports users. Research shows that up to 80% of teenage park-goers are boys, while girls report feeling up to ten times more insecure in these spaces[1].

Recognising this, HCCDC saw an opportunity to create a park that was inclusive and welcoming for teenage girls, adjacent to a local high school.

How did they engage and co-design?

The project was informed by co-design with teenage girls aged 12–18. HCCDC worked closely with teenage girls through a workshop and co-design session, enabling local girls to directly shape the design and elements of the new space. Broader community input was also gathered through an online survey and stakeholder interviews. The playground is currently under construction.

Artist's impression of amenities under construction in Burnie Goodwin Park, Morisset, as part of HCCDC's Safer Cities project.
Credit: HCCDC

[1] Malin Zimm 2019, Our City? Countering Exclusion in Public Space p. 167

OFFICIAL

What is co-design?

Co-design is a collaborative process of engagement that can bring government, community, industry, and stakeholders together to identify challenges and create solutions. It emphasises working *with*, not *for*, communities.

The process of co-design draws on mutual learning, shared decision-making, and inclusive participation to address the needs and aspirations of and for our local places and people.

The Program uses co-design to understand local challenges to perceptions of safety in public space and transport hub precincts and brainstorm solutions to shape physical places and strategic programs and plans.

For information and ideas on how to plan a co-design session, visit Shaping Places together: Ideas for co-designing places.

Co-design workshop in Gosford as part of Central Coast Council's Safer Cities: Her Way 1 project.
Credit: Central Coast Council

<div style="background:#cdeafd">

CASE STUDY:
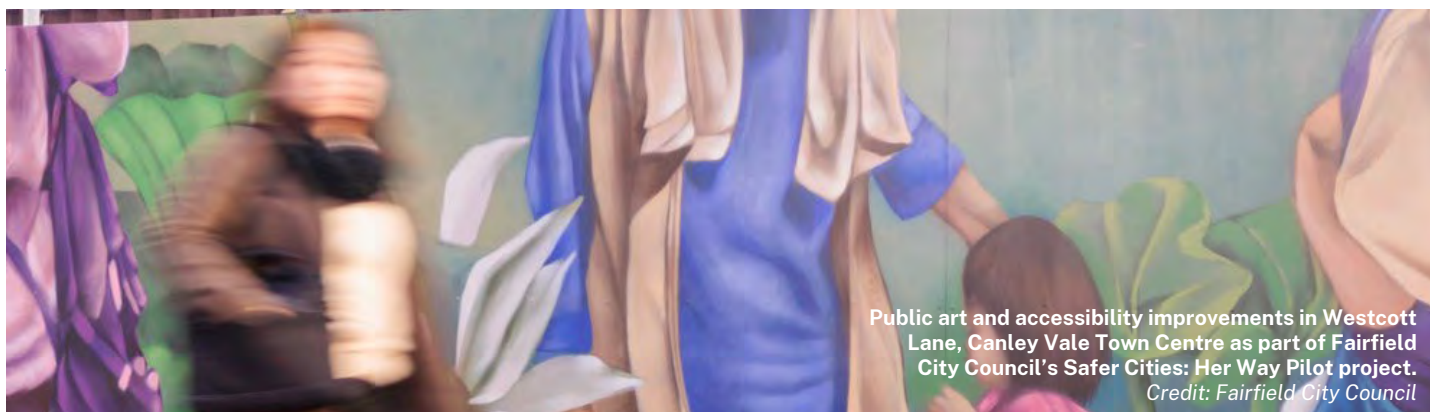# Ngalambay, Oxley Street Underpass

Campbelltown City Council

As part of the Places to Love program, Council identified a need to improve the underutilised Oxley Street Underpass, which connects the Campbelltown City Centre to the new Billabong Parklands Precinct. The underpass was transformed into a culturally significant landmark titled 'Ngalambay'. The artwork honours the Minerva Billabong, a sacred Dharawal women's business and birthing site in Campbelltown and the late Elder Aunty Kay Bussell, who shared knowledge of Water Cleansing with the Campbelltown community.

How did they engage and co-design?

To ensure the project was culturally respectful and meaningful, Council used targeted engagement. Campbelltown Arts Centre partnered with First Nations women artists Maddison Gibbs and Danielle Mate to lead the co-design process. The artists co-designed with an intergenerational cohort of local First Nations women through three artist-led sessions: held at the site, on Country and in the studio. The process identified the artwork's thematic alignment of Country, Ceremony and Community.

Naglambay, Oxley Street Underpass, delivered as part of Campbelltown City Council's Places to Love project.
Photo credit: Transport for NSW

</div>

OFFICIAL

Public art and accessibility improvements in Westcott Lane, Canley Vale Town Centre as part of Fairfield City Council's Safer Cities: Her Way Pilot project.
Credit: Fairfield City Council

What is gender-inclusive placemaking?

Gender-inclusive placemaking is the practice of creating places that are inclusive, safe and welcoming of all genders. It involves understanding how gender can influence people's use and enjoyment of spaces and through participatory processes, shape places that embrace diversity and creates more welcoming and equitable places for everyone[2].

Gender-inclusive placemaking is not just about what is implemented in the built environment, but how organisations and communities can work together to create inclusive places for all.

Why gender-inclusive placemaking?

The design of cities and towns is often considered gender-neutral, however it has not always been designed to address the needs of women, girls and gender diverse people. Research shows that historically, they have often been underrepresented in the processes that shape these places, including urban planning, design and management of infrastructure and place[3,4].

There can be an assumption that the design process "objectively" guides solutions and resists bias; however, this assumption downplays how a person's different characteristics or intersecting identities can impact their experience of places. One of the most important considerations for women, girls and gender diverse people enjoying places is a concern for their safety.

How to implement gender-inclusive placemaking?

Centring diverse voices in the planning, design, management and activation of places can uncover shared values and promote more inclusive design. To achieve inclusivity, it requires intentional design strategies that address both physical and social dynamics.

Research conducted through YourGround NSW tells us that places that feel safe tend to have **several positive qualities or reasons** why they feel safe and that they tend to be used for **many different activities** and **by different groups of people.** Conversely, places that feel unsafe tend to feel that way for **one or a few specific reasons** and tend to be used for **only one or a few purposes**[5].

Through the Program, applicants have the opportunity to utilise a range of, or "layering", of place initiatives to help people feel safe. These initiatives can include lighting, clear sightlines, and wayfinding, along with good path conditions, public art, events and amenity improvements. Alternatively, applicants can consider strategies, plans, programs or campaigns to address social factors that also play a role in making people feel unsafe.

For more information and ideas for gender-inclusive placemaking, visit NSW guide to gender-inclusive placemaking or Safer Cities program Case Studies.

---

[2] TramLab, 2020, Toolkit 2: Gender-inclusive Placemaking – Improving The Safety of Women and Girls on Public Transport. (Melbourne: Victorian State Government, La Trobe University, Monash University XYX Lab, RMIT University).
[3] Terraza, Horacio; Orlando, Maria Beatriz; Lakovits, Carina; Lopes Janik, Vanessa; Kalashyan, Anna. 2020. Handbook for Gender Inclusive Urban Planning and Design. © World Bank, Washington, DC. http://hdl.handle.net/10986/33197 License: CC BY 3.0 IGO

[4] Women's Health East 2020, Creating safe and inclusive public spaces for women, WHE, Melbourne.
[5] Matthewson, Gill, Tegan Larin, and Nicole Kalms. 2024. YourGround New South Wales, Baseline Insights Report. Melbourne: Monash University XYX Lab and NSW State Government. DOI: 10.26180/25769685

OFFICIAL

Girls playing table tennis on the amenities, activation and artwork in Belmore Park, Sydney CBD delivered as part of City of Sydney's Safer Cities: Her Way Pilot project.
Credit: City of Sydney Council, photo by Anthony Geernaert

What we are looking for

There are two tiers of grants: one supports delivery of 'on-the-ground' projects, while the other is focused on broader 'strategic' projects. Each tier will require a separate application and will be assessed independently.

Both tiers aim to make public spaces and transport hub precincts feel safer for women, girls, and gender diverse people when walking or cycling.

Each project must:

- Identify a walking and/or cycling route or journey within an 800m of a transport hub.

- Engage and co-design with community and stakeholders to shape initiatives and tailor them to the local context.

- Re-engage and evaluate the success of the project.

Tier 1 –
On-the-ground projects
can apply for $1 million

Total funding available is $13 million.

→ Projects in this tier deliver physical, gender-inclusive placemaking initiatives in public spaces and transport hub precincts along a walking and/or cycling route or a journey within an 800m radius of a transport hub.

→ Projects must take a layered approach to identification and delivery of initiatives, aligning with at least three of the six on-the-ground categories (as shown in Figure 3).

Tier 2 –
Strategic projects
can apply for $150,000

Total funding available is $1.95 million.

→ Projects in this tier develop innovative non-physical initiatives in a particular town or local centre or across the whole Local Government Area (LGA).

→ Projects in this tier must test an action or outcome through a trial pop-up along the chosen route, across the LGA, or where appropriate, another format, prior to finalisation.
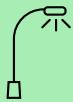
Gender-inclusive placemaking initiatives

Tier 1:
On-the-ground

Tier 2:
Strategic

Lighting and visibility
Care and clear sight lines
Wayfinding and signage
Colour and public art
Events and activities
Amenities and accessibility improvements

Strategy, plan or policy development
Public education campaign
Behaviour change program

Figure 3. Pie chart of initiative categories that have been identified by women, girls and gender diverse people as contributing to their improved perceptions of safety.

OFFICIAL

Tier 1 - On-the-ground projects

On-the-ground projects deliver physical initiatives that align with the categories listed below. These projects can be implemented in public spaces or transport hubs precincts along a selected route and aim to help everyone feel safer — especially women, girls, and gender diverse people. This is best achieved through a layered approach, where projects combine at least three of the six initiative categories to create a stronger impact.

Initiative categories

Lighting and visibility	**Colour and public art**	**Care and clear sight lines**
Consideration for not only the number of lights or how bright they are, but how they work with one another and transition between lit and dark places.	Places that are vibrant and welcoming can also feel safe while reflecting local character.	Cleaning, decluttering and clear sight lines can indicate care for a space and encourage community to care for it as well.
Events and activities	**Wayfinding and signage**	**Amenities and accessibility improvements**
Activities, pop-ups and events across the day and night attracting a positive presence of people and promotes 'eyes on the street'.	This can help improve people's situational awareness, which is critical to feeling safe in a place.	Amenities can increase dwell time and enable accessibility to a wider community, empower people living with disability to participate fully in public life.

Project examples

- **Lighting** improvements in a plaza near a train station including, fairy lights and bollard lighting along pathways, paired with **amenities** including ping pong tables featuring a local **artwork** to activate the place after dark and improve safety on the walk from the station to the town centre.

- Improved **amenities** in a park adjacent to a key walking route to the town centre, including a community garden, water bubbler, BBQ, and shade structure, supported by gardening workshop **events** for women and girls and **signage** to encourage uptake.

- A local laneway, used as a shortcut to the high school, was transformed with festoon and wall feature **lighting, wayfinding** and **artwork** co-designed by local high school girls.

- A local plaza is transformed with **care** through vegetation maintenance, **amenities** such as seating and a stage. To activate the plaza after dark, weekly movie night **activities** are trialled featuring films selected by local teenagers.

- A bus stop was revitalised through **care** such as cleaning and decluttering, and solar-powered **lighting** and upgraded **amenities,** including seating and charging ports to create a safer, more welcoming space and encourage public transport use after dark.

- Creative **lighting** and **wayfinding** connecting places in the town centre to the train station. The wayfinding includes banners depicting local women, co-designed by a women's collective and is supported by a program of evening music **events** by women artists to activate the spaces after dark.

- A walking connection is improved with ramps for **accessibility**, **lighting** and increased **care** where vegetation is cleared to improve **sightlines** enabling community to feel safe walking after dark.

For more information and ideas read the NSW guide to gender-inclusive placemaking, the Safer Cities program Impact Report or Safer Cities program Case Studies.
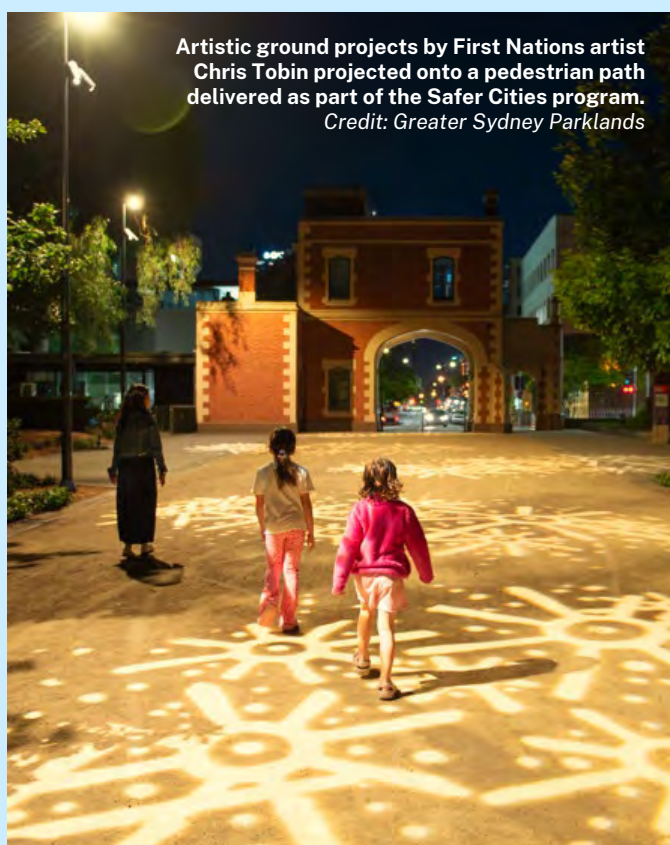
CASE STUDY:
Lighting improvements in Parramatta Park

Partner: Greater Sydney Parklands

Parramatta Park attracts over 1.8 million visitors each year, but safety concerns limit its use after dark. Earlier engagement for the *Your Parramatta 2030 Plan of Management* identified improved lighting as a key need. Building on this, Greater Sydney Parklands worked with women and girls to co-design lighting types and locations along 1.5 km of a major walking and cycling path connecting Parramatta CBD to Westmead Station and surrounding the Westmead Health Precinct and residential areas.

How did they engage and co-design?

- Day and late afternoon walkshops (before and after implementation) with First Nations people and local high school girls.

- Co-design session with local high school girls.

- Online and intercept survey using the Community Survey Tool for Public Space and Public Life.

- On site audit using the Evaluation Tool for Public Space and Public Life.

Artistic ground projects by First Nations artist Chris Tobin projected onto a pedestrian path delivered as part of the Safer Cities program.
Credit: Greater Sydney Parklands

What was delivered?

The project combined a mix of different lighting complemented by ground projections featuring an artwork by First Nations artist, Chris Tobin. The combination of layering different lighting sources added depth and enhanced visual interest by subtly guiding movement through the park. This was achieved through:

- **Dark spot lighting** – key dark spots adjacent to the path where people could hide were identified in the walkshops. These areas were lit using strategically placed pole lighting and spotlights that also highlighted key landscape, and vegetation features adjacent to the path.

- **Lower-level lighting** – Bollard lighting along the path helped to illuminate at footpath level. This reduced glare and helped people to see more easily who and what is around them, particularly within their peripheral vision, increasing visibility and perceived safety.

- **Vertical focal points** – Light from spotlights illuminating vegetation combined with strategically placed pole lighting created visual highlights for car parks, heritage buildings, and key corners.

- **Approach lighting** – a number of participants in the walkshops identified risks associated with people approaching from behind. Movement sensors were added to the lights that raised the lighting level as people approach and dim as they walk on. This provides an opportunity to discern movement along the path due to lighting level change.

- **Adaptive lighting** –Timers were fitted to the poles and bollard lighting have been set to dim the lights after 10pm. This reduces the impact on local wildlife, especially the Grey-headed Flying-fox, while maintaining visibility and comfort for Park users after dark.

- **Artistic ground projections**– artistic ground lighting projections featuring "Burra Nurra" by Aboriginal artist Chris Tobin honours the area's First Nation cultural identity.

To read more about this and other case studies visit Safer Cities program Case Studies.

Tier 2 - Strategic projects

Strategic projects deliver non-physical projects that align with the initiative categories listed below. These projects should be developed for a particular town centre, local centre, suburb or LGA with the aim to help everyone feel safer, especially women, girls and gender diverse people. The project is then tested through a trial pop-up.

Initiative categories

Strategy, plan and policy development	**Public education or communication campaign**	**Behaviour change program**
Well-considered direction and coordinated actions can make whole local or town centres and LGAs feel safer, encourage vibrancy - stimulating the local economy across the day and night.	Encourage positive use of spaces and respectful behaviour in public space, which can reduce risks and increase the welcoming feeling.	Coordinated activities can encourage the uptake of walking or cycling and increase confidence in public spaces.

Project examples

- A women's safety **strategy** focused on a key town centre. One action is tested through temporary **lighting** improvements and **events** along the walking route.

- An addition to an active transport **plan** focused on the needs of women, girls, and gender diverse people across an LGA. One action is tested through a **behaviour change program**, a partnership with a local running club, encouraging women of all ages to run after dark.

- A **behaviour change program** to encourage women and girls to increase their uptake of bike riding. One action is tested through a partnership with a local cycling organisation along the route to support people who may be hesitant to ride, offering lessons, guidance, and confidence-building opportunities.

- A place **plan** with a focus on encouraging night-time activation. One action that features women-led businesses along the high street is tested through a series of Thursday night after dark trading **events**, showcasing local women entrepreneurs.

- A **communication campaign** to highlight women's contributions to local history and culture. One action is tested through a pilot **public artwork**, which involves banners and storytelling of important local women along main street and their contribution to the local community.

- A lighting **masterplan** for a town centre to improve safety and visibility for women and girls in public spaces after dark. One action is tested through trialling temporary layered and creative **lighting** along a key walking route to a train station, the trial was evaluated by measuring changes to perceptions of safety and an increase in numbers of people using the route.

For more information and ideas read the NSW guide to gender-inclusive placemaking, the Safer Cities program Impact Report or Safer Cities program Case Studies.

CASE STUDY:
The Rocks | Tallawoladah Women's Safety Strategy

Partner: Placemaking NSW

The Rocks | Tallawoladah is a place of national historical significance, welcoming 15 million diverse visitors each year. While the Precinct has evolved over time, it attracts more men than women to its pubs and bars.

To support its continued evolution as a vibrant and celebrated heritage and cultural precinct accessible for all, through the Safer Cities program, Placemaking NSW engaged women, girls and gender diverse people to develop a long-term strategy, that focused on improving and empowering women and girls to stay, play and explore the precinct, by day and after dark.

How did they research?

- Soundscape Assessment.

- Night-time Vulnerability assessment (crime prevention, place quality and lighting assessment).

How did they engage and co-design?

- Day and night walkshops (before and after) with precinct stakeholders, women and girls.

- Co-design session.
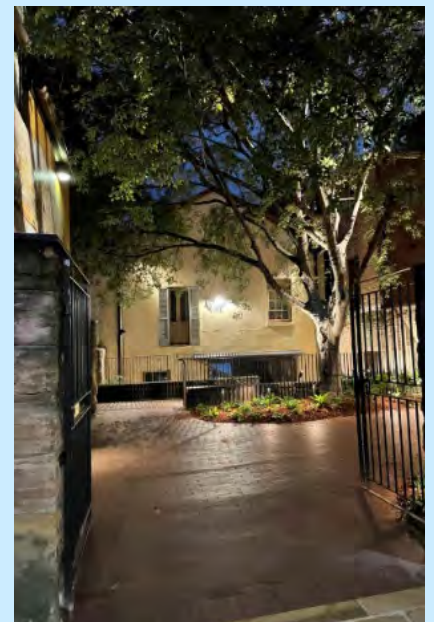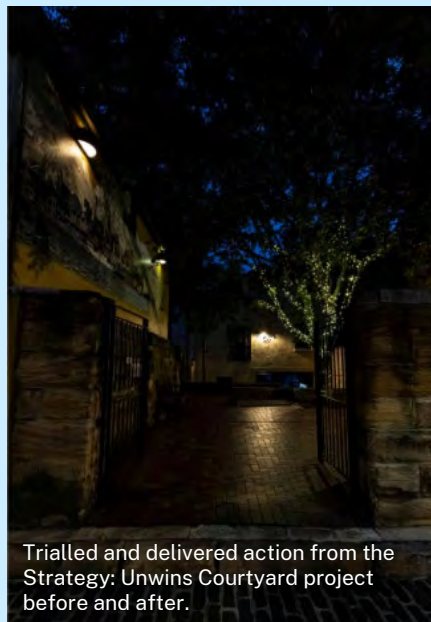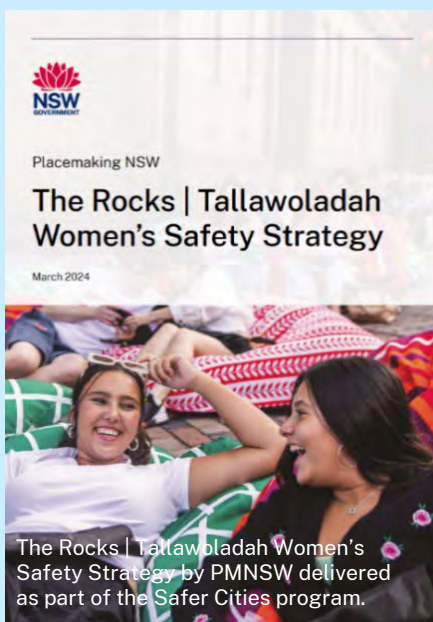
- Virtual Experience Lab workshop.

What was delivered?

The project developed The Rocks | Tallawoladah Women's Safety Strategy, an actionable framework to guide the evolution of The Rocks as a place for all. It enables stakeholders to make informed decisions by prioritising short, medium and long-term strategic and public space project actions, and ensuring that safety considerations are embedded in all Precinct activities and developments. It focuses on improving the streetscapes and public spaces for pedestrians, increasing arts and culture initiatives, cultivating an outdoor entertaining culture and creating opportunities for entertainment and enjoyment for women, girls and gender diverse people within the Precinct.

To test the strategy, several public space improvements and strategic actions have been delivered. These include upgrades to Unwin's Courtyard, such as new paving, improved access, lighting, seating, and planting initiatives (see before-and-after image below).

To read more about the strategy visit The Rocks | Tallawoladah Women's Safety Strategy.

To read more about this and other case studies visit Safer Cities program Case Studies.

The Rocks | Tallawoladah Women's Safety Strategy by PMNSW delivered as part of the Safer Cities program.

Trialled and delivered action from the Strategy: Unwins Courtyard project before and after.

Public art on decals and road barriers, amenities including parklet, planting and series of community events delivered on Canley Vale Road in Canley Vale Town Centre as part of Fairfield City Council's Safer Cities: Her Way 1 project.
Credit: Fairfield City Council

How to apply

The Program is an open, competitive grant as outlined in the Grants Administration Guide. This means that applications will be assessed on their comparative merits against a set of criteria (see Assessment Criteria).

Each tier will have a separate application process and will be assessed independently.

To apply:

1. Familiarise yourself with the grant requirements set out in these guidelines, including the eligibility and assessment criteria.

2. Use the Application Checklist and complete and submit your application via the SmartyGrants portal available at placeandpubliclife.smartygrants.com.au by 11:59pm, 6 March 2026.

3. Applicants will receive an automatic acknowledgement of application receipt. Unless further information is required, applicants will be notified of the outcome of their application by May 2026.

The assessment process (see Assessment Process) is competitive and applications that do not clearly and sufficiently respond to the criteria will be disadvantaged during the assessment process. Applicants should ensure they provide clear and relevant information in their application.

Available support

To help applicants prepare their application, additional information and resources are available on the Safer Cities: Her Way program webpage.

Transport's Safer Cities program team is available to provide information to potential applicants on interpretation of these guidelines including types of projects eligible for funding.

For inquiries or more information, email: revitalisation@transport.nsw.gov.au

Applicants are encouraged to seek advice from their legal, business and financial advisors to determine the suitability of the funding before applying.

Amenities, public art, lighting, care and event in Guilford Laneway delivered as part of Cumberland City Council's Safer Cities: Her Way 1 project.
Credit: Transport for NSW

Eligibility Criteria

Funding is available for projects delivered by local councils to improve perceptions of safety for women, girls and gender diverse people across NSW.

All applications will be assessed for eligibility and only eligible applications will be considered for funding.

Eligible applicants

- Applicants must be a local council within NSW.

- Applicants may submit applications for both Tier 1 and Tier 2 funding (maximum of one application per tier).

- All NSW councils are eligible, with the exception of Safer Cities: Her Way 1 council partners who are not eligible for Tier 1 but may apply for Tier 2. Refer to Appendix D - Safer Cities: Her Way 1 Council Recipients.

- Obtain a letter of support from the council General Manager, or equivalent delegated officer.

Eligible projects

Projects in both tiers must:

- Focus on a walking and/or cycling route or a journey to a public transport hub. The chosen route must:
    - o be within an 800m radius of a transport hub; and
    - o provide a walking or cycling connection linking the transport hub to/or through the town or local centre.

- Be located in public spaces:
    - o along the chosen route; and
    - o on council-owned or managed land.

- Include engagement with local women, girls and / or gender diverse people **both before and after** the implementation of the project to inform the development and evaluation of the project. At a minimum, engagement must include:
    - o at least one daytime 'before' walkshop;
    - o at least one nighttime 'before' walkshop;
    - o at least one co-design session;
    - o for Tier 1, at least one 'after' walkshop;
    - o a community survey, online and/or face-to-face 'before' and 'after' the delivery or trial

pop-up using the Community Survey Tool for Public Space and Public Life;

    - o Place evaluation 'before' and 'after' the delivery or trial pop-up using the Evaluation Tool for Public Space and Public Life; and
    - o Use of the Core Indicators (Appendix C).

- Identify relevant stakeholders, key decision makers and community (including targeted subgroups such as women, girls and / or gender diverse people) that will be engaged to inform and evaluate the project.

- Demonstrate alignment with at least two areas of impact in the Women's Safety Charter for the Public Domain - Places and Transport.

- If applying for Tier 1 and 2, the Tier 2 project should not duplicate Tier 1's proposal and should expand the project in scope, scale, or be in a different location.

- Tier 1 projects must also deliver initiatives in at least three of the six identified categories of gender-inclusive placemaking initiatives (see page 12).

- In Tier 2, projects must:
    - o deliver a strategy, plan or policy, public education or communication campaign or behaviour change program;
    - o conduct a pop-up trial on the chosen route, across the LGA, or where appropriate another format to test the project prior to finalisation.

- Start in May 2026 and acquit no later than May 2028.

Projects are encouraged to:

- Involve and/or leverage existing relationships with local community organisations and groups or, local institutions (e.g. schools, universities, libraries) in the delivery or pop-up trial with a focus on women, girls and gender diverse people.

- Support local employment, businesses and/or creatives through the delivery or pop-up trial, with a focus on women, girls and gender diverse people.

- Obtain a letter of support from external stakeholder groups, organisations or institutions outlining the need and their intended participation.

Artist, Sophi Odling painting public art in Griffith CBD delivered as part of the Griffith City Council's Safer Cities: Her Way Pilot project.
Credit: Griffith City Council

Projects may:

- Extend the scope of an existing project currently in planning or design phase to include a focus on outcomes with local women, girls, and gender diverse people. The proposal should identify how the existing scope will be amended to change the project's focus and outputs.

  For example, expanding a public space project to include engagement specifically with women, girls and gender diverse people to determine additional and/or the types of lighting, artwork and amenities (Tier 1), or an Active Transport Strategy to add a dedicated section with actions to improve women's perception of safety and cycling participation (Tier 2).

- Include temporary, semi-permanent or permanent improvements to public space (Tier 1 only).

- Include events or activities to celebrate the completion of works (Tier 1 only).

- Include council and/or sponsor co-funding.

Ineligible projects

- An existing project already being delivered, beyond the planning or design phase, as above.

- Projects that do not include required community and stakeholder engagement and co-design to inform and evaluate the success of the project.

- Projects located outside the 800m radius of a transport hub or town or strategic centre

- Projects that do not clearly identify a walking or cycling route within an 800m of a transport hub.

- Projects that do not align with at least two focus areas of the Women's Safety Charter for the Public Domain - Places and Transport.

- Projects that do not include a trial pop-up (Tier 2 only).

- Projects that do not deliver initiatives aligned with at least three on-the-ground initiative categories (Tier 1 only).

- Projects that use funding for ongoing staff salaries or operational costs not directly tied to project delivery.

OFFICIAL

Assessment Criteria

Table 1: Assessment Criteria. The Assessment Criteria applies to both Tiers of funding.

Assessment Criteria	Key factors to consider
Project merit	**60%**
Project improves safety and access to public spaces and transport hub precincts for women, girls and gender diverse people.	• Clear description of the project location, including a route within 800m of a transport hub, strategically connecting to a town or local centre. • Clearly identifies a need for improving perceptions of safety for everyone, particularly women, girls and gender diverse people in the identified location. • Clearly communicates how the proposed project aligns with the Safer Cities program principles and at least two areas of impact in the Women's Safety Charter for the Public Domain - Places and Transport. • Sufficiently describes how the proposed project aligns with Council's strategic priorities and will contribute to long-term outcomes of improving safety and access for women, girls and gender diverse people. • Identifies preliminary gender-inclusive placemaking initiatives proposed to be delivered, presenting a strong relationship between the identified need and initiatives.
Project increases women, girls' and gender diverse people's active and meaningful participation in urban development and governance.	• Strong and clear engagement methodology that outlines meaningful and inclusive engagement and co-design activities with local women, girls and gender diverse people, tailored to the local context. • Sufficient consideration to how community, stakeholders and key decision makers will be involved in the engagement and co-design process. • Clear methodology outlining how engagement will be used to shape and evaluate the project. • Well-defined and strong approach to planning, delivery and evaluation (including consideration of Core Indicators). • Consideration for collaboration and partnership with local community groups, organisations and institutions are identified (if applicable). Opportunities are well-defined, meaningful and inclusive.
Project increases women, girls' and gender diverse people's autonomous mobility in the city.	• Clear relationship between the route, outlining walking and cycling options that connect to public transport and key destinations. • Sufficient consideration of the project will support the mobility of women, girls and gender diverse people through gender-inclusive placemaking.
Project deliverability	**20%**
Experience and ability to deliver the project	• Demonstrated experience delivering similar projects. • Clear governance structure and roles.
Risk mitigation and approvals	• Risks have been identified and appropriate mitigation measures considered. • Comprehensive list of anticipated approvals and associated consent authorities.
Financial viability	• Clear and realistic budget breakdown.

OFFICIAL

Assessment Criteria	Key factors to consider
Realistic timeframes	• Detailed project timeline that includes milestones and accounts for approvals or potential delays.
Long term impact and value for money	**20%**
Long term impact of gender-inclusive placemaking within council processes, design and planning	• Demonstration of how the project delivers long term outcomes for community by contributing to Council's policies, plans, strategies or processes. • Consideration of how the project's benefits could be scaled or replicated in other locations. • Where a proposal expands the scope of an existing project, demonstration of how the targeted engagement will contribute significantly to the project and deliver on the aims of the Program.
Value for money demonstration	• Description of the social, cultural, economic and environmental benefits relative to the investment, particularly for women, girls and/or gender diverse people. • Demonstrates an appropriate allocation of funding across the project milestones (engagement, development, trial or delivery and evaluation). • Description of how the project will involve and/or leverage existing relationships with local community organisations and groups or, local institutions (e.g. schools, universities, libraries) in the project with a focus on women, girls and gender diverse people to achieve value for money (if applicable). • Identification of co-contributions or other grant funding (if applicable).

Local high school students at re-engagement walkshop sitting on a new smart bus stop in Griffith CBD as part of Grifith City Council's Safer Cities: Her Way 1 project.
Credit: Griffith City Council

OFFICIAL

Application Checklist

Projects must use the application checklist and submit applications via the SmartyGrants portal available at placeandpubliclife.smartygrants.com.au

☐ Identification of, and rationale for chosen walking and/or cycling route, including but not limited to:
  o Map and photographs of the walking and cycling route, outlining key public spaces that connect to a public transport hub and local or town centre within an 800m radius of a transport hub.
  o Rationale for why the project is needed, supported by, but not limited to:
    ▪ Previous engagement and data (if available).
    ▪ Stakeholder identification of issues (such as a letter from an organisation).
    ▪ Alignment with council strategies such as Local Strategic Planning Statement or Community Strategic Plan.

☐ Description of how the project will improve perceptions of safety, access and mobility, including how it will (but not limited to):
  o Contribute to the aims of the Safer Cities program.
  o Align with at least two areas of the Women's Safety Charter for the Public Domain - Places and Transport, (such as safe places, safe journeys, safe experiences, partnerships, communication and education, data and best practice).
  o Preliminary identification of gender-inclusive placemaking initiative/s and explanation of how these initiatives link to the identified need. These are to be further defined through engagement with local women, girls and gender diverse people.
  o For Tier 1, a minimum of three initiative categories is required and for Tier 2, identification of how the initiative could be trialled or tested is required.

☐ A proposed engagement methodology including but not limited to:
  o Identification of stakeholders, key decision makers and community participants, particularly local women, girls and gender diverse people and how they will shape the project's design, delivery and evaluation.
  o Outline engagement and co-design activities. This must include but is not limited to:
    ▪ 2 'before' walkshops (1 during the day, 1 at night),
    ▪ 1 co-design session, and for Tier 1 projects, at least 1 walkshop after project delivery.
    ▪ A community survey, online and/or face-to-face before and after the delivery or trial pop-up using the Community Survey Tool for Public Space and Public Life.
    ▪ Place evaluation before and after the delivery or trial pop-up using the Evaluation Tool for Public Space and Public Life.
    ▪ Use of the Core Indicators (Appendix C).
  o A letter of support from external stakeholder groups, organisations or institutions to participate the project (if applicable).

☐ A clear outline of project deliverability, including but not limited to:
  o Project plan outlining how the project will be planned, delivered and evaluated in line with timeframes, key milestones, approvals required, previous relevant experience, risk assessment and mitigation measures, project governance and budget breakdown (including co-contributions if applicable).
  o Outline experience delivering similar projects.
  o A letter of support from the council General Manager, or equivalent delegated officer.

☐ Description of the project's expected outcomes and value for money, including but not limited to:
  o How the project will advance understanding of gender-inclusive placemaking within council and be integrated longer-term into council processes, design or planning outcomes.
  o How the approach could be scaled or replicated in other locations.
  o How the project will involve and/or leverages existing relationships with local community organisations and groups or local institutions in the delivery or pop-up trial with a focus on women, girls and gender diverse people to achieve value for money and cost efficiencies (if applicable).
  o Local social, cultural, economic and environmental benefits for women, girls and gender diverse people (e.g. employment and/or opportunity to play, stay and connect).
  o For projects proposing to expand the scope of an existing project, how will it significantly contribute to the project outcomes over the long-term and deliver on the aims of the Program.

OFFICIAL

Assessment Process

The assessment process involves four key stages: eligibility checks, assessment, decision-making and notifications of outcome.

Submission method

Applications will only be accepted via SmartyGrants.

Eligibility check

Transport will perform an eligibility check of applications received against the eligibility criteria (see Eligibility Criteria). Only applications deemed eligible will progress for panel assessment.

Where possible, Transport will seek to remedy eligibility issues with the applicant. Councils will be given two business days to respond to requests for information/clarification. Where an application is still deemed ineligible or if the applicant has not provided the information requested, the application will not progress for panel assessment.

Panel assessment

Eligible applications will then be assessed and ranked against the assessment criteria to determine the suitability of each project for funding. Applications will be assessed against the program aims, deliverability, and expected benefits (see Assessment Criteria).

Advice may be sought from other NSW Government agencies to assist in the assessment of projects. Confidentiality will be maintained throughout the process.

Broader factors that may be considered during the assessment process include the following:

- Total amount of funding available.
- Geographical distribution of projects across NSW.
- Diversity of project models and approaches.
- Alignment with existing NSW Government policies and strategies.

During the assessment process, Transport may ask applicants to provide additional information to assist in the assessment process.

Decision making

The Minister for Transport has approved the Program.

Transport will provide the assessors' advice and recommendations to the Director Vibrancy, Active Transport and Vibrancy as the delegated grant decision maker for consideration and approval.

Transport is the sole agency responsible for administering this grant.

Probity advice

An independent probity advisor will provide guidance to Transport and the assessment panel on any issues concerning integrity, fairness and accountability that may arise throughout the application, assessment, and decision-making process. This will ensure decisions are made with integrity, fairness and accountability, while delivering value for money for NSW.

Distribution of projects between Metropolitan and Regional NSW

5 grant opportunities will be reserved for the top 5 ranking eligible regional council applications (if received) in each tier. This is to ensure an equitable geographical distribution of projects between Metropolitan and Regional NSW. This does not prevent more than 5 regional councils being awarded a grant in each tier if there are more than 5 regional councils in the top-ranking applications.

Timeframes

The application and assessment process and approximate timeframes for the Program are outlined below.

Table 2: Timeframes for the Program

Target Date	Milestone	Action
30 January 2026	Applications open	Applications open for local councils to apply.
6 March 2026	Applications close	Councils submit application in SmartyGrants by 5pm, Friday 6 March 2026.
March 2025 - April 2026	Assessment	Assessments of application against eligibility and assessment criteria.
April-May 2026	Notification of outcome and funding agreement execution	Councils formally advised of outcome of application and funding offers made. Funding agreements signed and first milestone payments made. Announcement of successful projects.
May – June 2026	Projects commence	Projects commence.
May – October 2026	Engagement and co-design	Councils engage and co-design with community and stakeholders.
October 2026 – March 2027	Design (Tier 1)	Tier 1 councils design the initiatives.
October 2026 – May 2027	Development (Tier 2)	Tier 2 councils develop the initiative.
March – December 2027	Delivery (Tier 1)	Tier 1 councils deliver the initiatives.
May – November 2027	Pop-up trial (Tier 2)	Tier 2 councils trial the initiative or if a strategy, trial an action identified in the strategy.
December 2027 – May 2028	Re-engagement and evaluation (Tier 1)	Tier 1 councils re-engage community and stakeholders and evaluate their initiatives.
November 2027 - May 2028	Re-engagement, refinement and evaluation (Tier 2)	Tier 2 councils re-engage community and stakeholders and refine and evaluate their initiative.
May 2028	Project completion	Project completion and acquittal.

OFFICIAL

Requirements if Application is Successful

This section outlines funding compliance and what funding can and cannot be used for. These should be considered alongside the eligibility criteria.

Use of funding

Funding may be used for:

- Research and engagement with community and/or stakeholders (e.g. co-design sessions, walkshops, and use of the Community Survey Tool for Public Space and Public Life) including reasonable associated costs.

- Delivery of initiatives along selected walking or cycling routes (within 800m of a transport hub), such as placemaking trials, pop-ups, lighting, or events.

- Event and activity infrastructure, including leasing or purchasing equipment such as chairs, tables, marquees, lighting, or wayfinding elements.

- Partnerships with local organisations or groups (e.g. cultural, creative, or educational) for program development and delivery.

- For Tier 1 projects, the installation of temporary, semi-permanent or permanent public placemaking initiatives, such as public art, murals, or festoon lights, where they support safer journeys and activations.

- Promotion and marketing of initiatives or events.

- Re-engagement and/or evaluation of the project.

- Expanded scope of existing or planned initiatives, if the project area or impact is substantially increased.

- Funding of council personnel, staff positions or contractors may be considered for up to 10% of the total funding and subject to approval by Transport. Funding cannot be used for existing salaries or staff expenses, must be directly associated with the delivery of the project, and must be requested and approved by Transport through a labour cost exemption as part of the application process.

Funding cannot be used for:

- Permanent capital works (other than eligible gender-inclusive placemaking initiatives such as murals, festoon lighting, or public art).

- Routine maintenance or council business-as-usual works.

- Retrospective funding for projects already underway or completed.

- Delivery of works on land not owned or managed by the applicant.

- Offsetting costs of existing projects or initiatives (funding may only support expanded scope or new initiatives).

Funding agreement

Successful applicants will be required to enter into a funding agreement with Transport. The funding agreement will set out the obligations of the recipient regarding the funding, including but not limited to monitoring and reporting, project completion, and milestones and payment.

The funding agreement will be populated with key project details as submitted in the application form. Transport reserves the right to amend the agreement before it is entered into with any recipient.

The NSW Government makes no binding funding commitment to an applicant unless and until both parties sign a funding agreement.

Project management

Grant recipients will be responsible for delivering and meeting the project requirements and milestones. This includes ensuring all relevant approvals are obtained; ensuring compliance with any relevant regulation or approval; acknowledging and agreeing that it is solely responsible for delivering and completing the project in accordance with the terms and conditions of the funding agreement.

Project variations

Projects will need to be delivered in line with the funding agreement. Grant recipients are required to request any changes to approved projects in writing to Transport. Change requests will be assessed on their impact to the purpose, scope, timing and conditions of the approved project, and will only be allowed once agreed upon by all parties through a formal variation. If approved, information on the NSW Government Grants and Funding Finder may be updated to reflect the project change.

Consultation with the community and other key stakeholders

The grant recipient will be responsible for monitoring the project and is required to make adjustments to aspects of the project as needed in response to feedback from the community and other key stakeholders.

Evidence of consultation with community and other key stakeholders is an integral part of the project and is a requirement in the project milestones.

Applications - Approvals

Endorsement/provision of a grant under this Program does not negate the need for successful applicants to obtain all necessary/required approvals such as road changes and/or traffic facilities under the *Roads Act, Transport Administration Act,* and *Local Government Act,* etc, and any relevant planning approvals under the *Environment Planning and Assessment (EP&A) Act* and associated *Environmental Planning Instruments,* etc.

Applicants are strongly encouraged to ensure they have identified and are aware of the applications and approvals required and can demonstrate how they will consult with relevant parties such as local council, Transport or other state agency representatives, property owners and affected businesses.

Proposed projects are not required to have received approvals prior to applying. However, they must demonstrate an approach to achieving approvals and factor in the timeframes required.

Monitoring, reporting and evaluation

Successful applicants will be required to submit project progress reports to Transport as outlined in the funding agreement. Examples of measures to be included in the report are outlined in Appendix C: Core Indicators. Grant recipients are required to:

- Provide 'before' and 'after' reporting against Appendix C: Core Indicators. This includes use and analysis of findings from the Evaluation Tool for Public Space and Public Life and the Community Survey Tool for Public Space and Public Life which are available in the Great Places Toolkit

- Provide high quality photographs before and after the delivery of initiatives including during engagement and events. Images should be taken from the same spot/position with relevant credits and permissions for NSW Government use.

- Should a video (optional) be created of the project, it must include relevant credits and permissions for NSW Government use.

- Provide milestone reports for each milestone of the project and a final acquittal report via SmartyGrants at the completion of project including a signed Statement of Expenditure and signed Procurement Certificate.

Communication and project promotion

A communications pack will be provided to successful grant recipients to provide approved key messages, required credits, branding, logos and multimedia to help promote the project and acknowledge the funding contribution.

Council recipients must acknowledge the funding contribution from the NSW Government in all communications and media for the project as per the requirements outlined at the Sponsorship and Funding Acknowledgement webpage.

For all funded projects, the recipient must invite the Minister for Transport, local MPs, and Transport representatives to attend any funded event with no less than 20 business days' notice.

To make the invitation, the recipient should access the Minister's web form and local MPs web forms. Invitations to Transport representatives should be sent to revitalisation@transport.nsw.gov.au. All invitations should note any formal proceedings taking place during the event.

Payment of grants

Payment of funding will be conditional on the funding being used only for the project in accordance with the terms and conditions of the funding agreement. Payment of funding will be made in accordance with the milestones and payment schedule set out in the funding agreement and will be subject to compliance with the recipient's obligations.
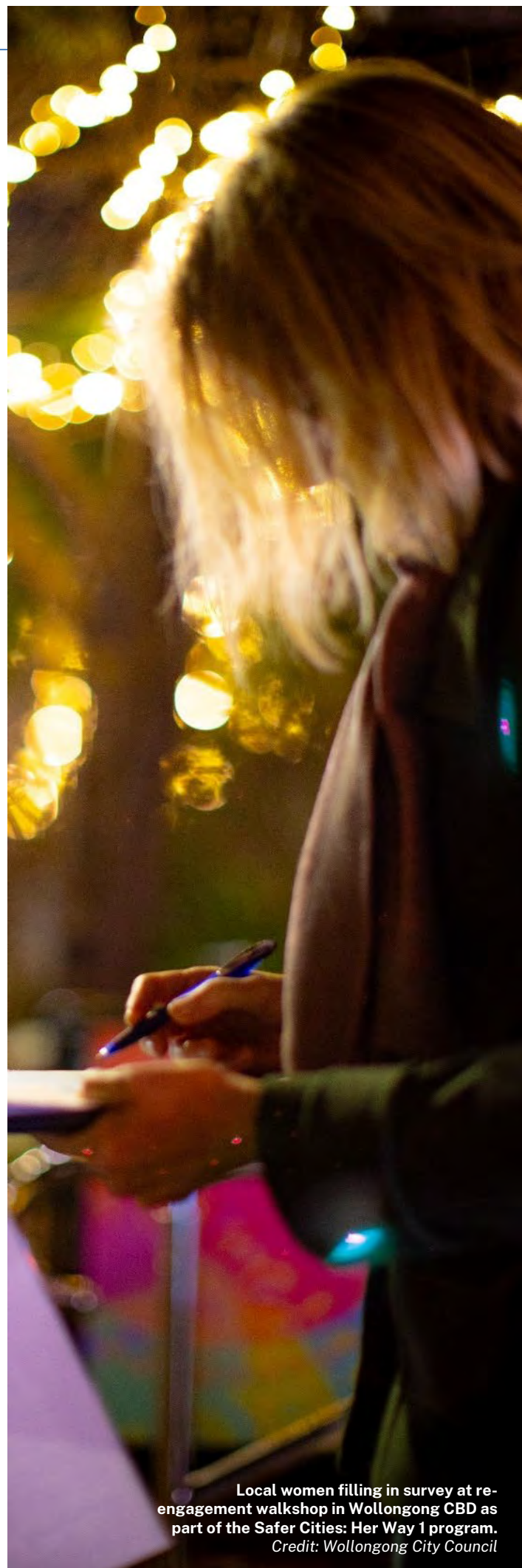
Timing and requirements will vary at Transport's discretion, depending on the scope and risk of the project.

Unless expressly stated, all sums payable or consideration to be provided under a funding agreement for the Program are exclusive of GST. GST will not be paid for by Transport in addition to the grant amount.

Any unspent funds must be returned to Transport as part of acquittal or as outlined in the funding agreement.

Publication of grants information

Information about the grants awarded will be made available on the NSW Government Grants and Funding Finder no later than 45 calendar days after the grant agreement takes effect. All records in relation to this decision will be managed in accordance with the requirements of the *State Records Act 1998 (NSW).*

Local women filling in survey at re-engagement walkshop in Wollongong CBD as part of the Safer Cities: Her Way 1 program.
Credit: Wollongong City Council

OFFICIAL

Additional Information and Resources

Need advice?

Transport is available to provide information to potential applicants on interpretation of these guidelines, including types of projects eligible for funding. Transport can also provide advice on the online application process.

For further information, contact revitalisation@transport.nsw.gov.au.

Source Agency

Transport is the sole agency responsible for administering this grant.

Complaints Procedure

Any complaints about a grant process must be provided in writing. Any questions you have about grant decisions for this opportunity, send to revitalisation@transport.nsw.gov.au.

If you do not agree with the way Transport has handled your complaint, you may complain to the NSW Ombudsman.

The Ombudsman will not usually look into a complaint unless the matter has first been raised directly with the relevant department. Visit the NSW Ombudsman at www.ombo.nsw.gov.au.

Government Information (Public Access) Act 2009 (NSW)

Applicants should be aware that information submitted in applications and all related correspondence, attachments and other documents may be made publicly available under the *Government Information (Public Access) Act 2009 (NSW).*

The *Government Information (Public Access) Act 2009 (NSW)* makes government information accessible to the public by:

- Requiring government agencies to make certain sorts of information freely available.

- Encouraging government agencies to release as much other information as possible.

- Giving the public an enforceable right to make access applications for government information.

Privacy Policy

Transport is required to comply with the *Privacy and Personal Information Protection Act 1988.* Transport collects the minimum personal information you voluntarily provide to enable it to contact an organisation and to assess the merits of an application.

Any information provided by council will be stored on a database that will only be accessed by authorised personnel and is subject to privacy restrictions. The information will only be used for the purpose for which it was collected.

Applicants must ensure that people whose personal details are supplied with applications are aware that Transport is being supplied with this information and how this information will be used.

Public art, accessibility improvements and care delivered in Harold Fredericks Car park, as part of Lismore City Council's Safer Cities: Her Way 1 project.
Credit: Lismore City Council

Appendix A: Glossary

For the purpose of the Program the following terms have been provided to be drawn upon:

Placemaking means the reimagination and rejuvenation of public spaces to help improve both short and long-term social, cultural, environmental and economic value for customers and communities.

Co-design is an inclusive and collaborative process of engagement, that involves people as experts of their own experience in shaping public spaces or transport hubs. It involves working alongside community members, especially those who are most impacted, to define the problem, explore ideas, and develop solutions together. The process is iterative, meaning it evolves through continuous feedback and involvement.

Gender diverse refers to people who identify with a gender or genders outside of the binary of female and male.

Gender-inclusive refers to an approach that takes an inclusive view of gender, considering people of all genders and sexualities as well as intersections with factors such as race, ethnicity, income, class age and ability.

On-the-ground project means the temporary, semi-permanent or permanent group of physical initiatives or improvements that enhance the experience of a place, improving perceptions of safety, encouraging greater attachment, more and repeat visits and longer dwell times.

Strategic project means one or more innovative people-focused initiatives that contributes towards long-term change and enhancement of the experience and perception of people and a places, improving the feeling of safety, encouraging greater attachment, more and repeat visits and longer dwell times.

Project refers to the collective of initiatives planned, designed, delivered and evaluated as part of the Program in a public space, transport hub precinct, suburb or LGA.

Initiative means an individual element or component of an on-the-ground or strategic project that when combined improve perceptions of safety for women, girls and gender diverse people.

Transport Hub Precinct is the area in and surrounding a public transport site such as a bus interchange or train station and the surrounding public spaces and streets.

Transport hub means a bus stops, interchanges, train stations, light rail stops, ferry wharves, cycleways and taxi or rideshare ranks.

Public space means all places that are publicly owned or of public use, accessible and enjoyable by all for free and without a profit motive. This includes:
- Open spaces: active and passive (parks, gardens, playgrounds, public beaches, riverbanks and waterfronts, outdoor playing fields and courts, bushland)
- Public facilities: libraries, museums, galleries, civic/community centres, showgrounds and indoor public sports facilities.
- Streets: streets, avenues and boulevards; squares and plazas; pavements, passages and lanes, and bicycle paths.

Local centre is a main/high street, a school, hospital, or key public spaces such as a library, gallery, parks, sports centre or community centre.

Walkable, walkability, walking refers to any way to travel without a car or a bike, inclusive of all abilities, such as using a wheelchair, or other type of mobility aid

Walkshop a place-based walking workshop, also known as a 'walkshop,' is an interactive and experiential exercise where participants move around a public space or transport hub precinct, observe its environment and public life, and identify what is working well and ideas for improvement.

Co-design session is a structured workshop where government, community, businesses, and other stakeholders work together to identify challenges, share ideas, and shape solutions. Unlike traditional consultation, co-design involves participants directly in the design process, ensuring that outcomes reflect local knowledge, lived experience, and diverse perspectives.

Local character means the character of what makes the neighbourhood distinctive and is the identity of a place. It encompasses the way it looks and feels. It is created by a combination of land, people, the built environment, history, culture and tradition including Aboriginal and non-Aboriginal, and looks at how they interact to make a distinctive character of an area. It includes the sense of belonging a person feels to that place, the way people respond to the atmosphere, how it impacts their mood, their emotional response to that place and the stories that come out of people's relationship with that place. Refer to the NSW Public Spaces Charter.

OFFICIAL

Appendix B: Key Documents

Table 3: Alignment with NSW Government strategies and policies

Policy area and agency	Goals, Strategies and Plans	Description
Transport for NSW	Connecting NSW	The Connecting NSW Strategy outlines how Transport will contribute to the success and wellbeing of communities in NSW, guiding how and where Transport invests resources to ensure we are coordinating our efforts in the areas that will make the greatest difference for our passengers, customers, and communities.
	NSW Guide to Public Space Activation	The NSW Guide to Public Space Activation is designed to help councils, place managers, communities and government agencies take a place-based approach to public space activation. It provides case studies, options for governance and management, and models of funding and enabling infrastructure.
	NSW Guide to Gender-Inclusive Placemaking	The NSW Guide to Gender-Inclusive Placemaking identifies ideas, opportunities and methods for applying gender-inclusive placemaking principles across public spaces and transport hub precincts. The guide supports the planning, design, management and activation of places that are culturally, physically, and socially accessible for the entire community.
	Shaping Places Together: Ideas for Co-Designing Places	The Shaping Places Together guide is a practical guide that outlines the four-step collaborative co-design process to help planners, designers, and communities collaboratively create inclusive, people-focused public spaces.
	Evaluation Tool for Public Space and Public Life	The Evaluation Tool for Public Space and Public Life can be used by anyone who wants to better understand the strengths and areas for improvement in a public space, such as a street, or in a transport hub precinct.
	Community Survey Tool for Public Space and Public Life	The Community Survey Tool for Public Space and Public Life has been designed to gain an understanding of community perceptions of public spaces and transport hub precincts. The Community Survey Tool can be used to survey community members.
	Case Studies: Ideas for creating places that feel safer for women, girls and gender diverse people	The Case Studies are a collection of illustrative examples from around the world demonstrating how people's perceptions of safety in public spaces and transport hubs are being considered in different ways, across NSW, Australia as well as globally.
	Safer Cities program Impact Report	The Impact Report explores the impact of the Safer Cities Program in its initial phase up to June 2025.
	Safer Cities program Case Studies	The Safer Cities program Case Studies report showcases a case study on projects delivered as part of the Safer Cities Program in its initial phase up to June 2025.
Vibrancy reforms	NSW Government	The NSW Government is committed to enhancing vibrancy in NSW by creating an environment for venues and artists to flourish, simplifying the regulation of entertainment noise, removing red tape for local councils to host special events, supporting outdoor activation, and modernising the liquor licensing system.

OFFICIAL

Appendix C: Core Indicators

These apply to project delivery of successful grantees, not the assessment of applications. Note: brief analysis of findings from 'before' and 'after' surveys using the Evaluation Tool for Public Space and Public Life and the Community Survey Tool for Public Space and Public Life will be required in acquittal of funded projects.

Table 4: Core indicators for evaluation of project delivery.

Indicator	Measure	Evidence options
Count and details of people, particularly women, girls and gender diverse people engaged	Quantity Qualitative	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Self-reported
Count and details of partners involved	Quantity Qualitative	Self-reported
Count and details of initiatives delivered	Quantity Qualitative	Self-reported
Count and details of activations and events delivered	Quantity Qualitative	Self-reported Counters
Insights from women, girls and gender diverse people integrated into the delivered initiatives	Qualitative	Self-reported
Change in women, girls and gender diverse people's perceptions of safety	Comparison of before and after data; Description and observation	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Counters Self-reported

OFFICIAL

Indicator	Measure	Evidence options
Change in women, girls and gender diverse people's access to public spaces and/or transport hub precincts	Comparison of before and after data; Description and observation	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Counters Self-reported
Change in women, girls and gender diverse people's autonomous mobility	Comparison of before and after data; Description and observation	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Counters Self-reported
Change in women, girls and gender diverse people's daily journeys	Comparison of before and after data; Description and observation	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Counters Self-reported
Change in vibrancy of the place	Comparison of before and after data; Description and observation	Co-design and engagement Community Survey Tool for Public Space and Public Life Evaluation Tool for Public Space and Public Life Self-reported
Area of space (m2) improved, maintained and/or reallocated to support women, girls and gender diverse people's feelings of safety	m2	Self-reported
Increased understanding of issues faced by women, girls and gender diverse people in regard to safety on their daily journeys	Description and observation; Feedback	Self-reported
Long-term outcomes (e.g. application of Safer Cities program principles or approaches in other projects)	Description and observation; Feedback	Self-reported

Appendix D: Safer Cities: Her Way 1 Council Recipients

Safer Cities: Her Way 1 council recipients were:

- Bayside Council
- Blacktown City Council
- Central Coast Council
- City of Canterbury Bankstown Council
- City of Sydney Council
- Cumberland City Council
- Fairfield City Council
- Griffith City Council
- Lismore City Council
- Wollongong City Council

OFFICIAL