

The background features a light teal color palette with stylized silhouettes of trees and people walking. The trees are scattered across the scene, and the people are shown in various walking poses, some in pairs and some alone. The overall aesthetic is clean and modern.

THE

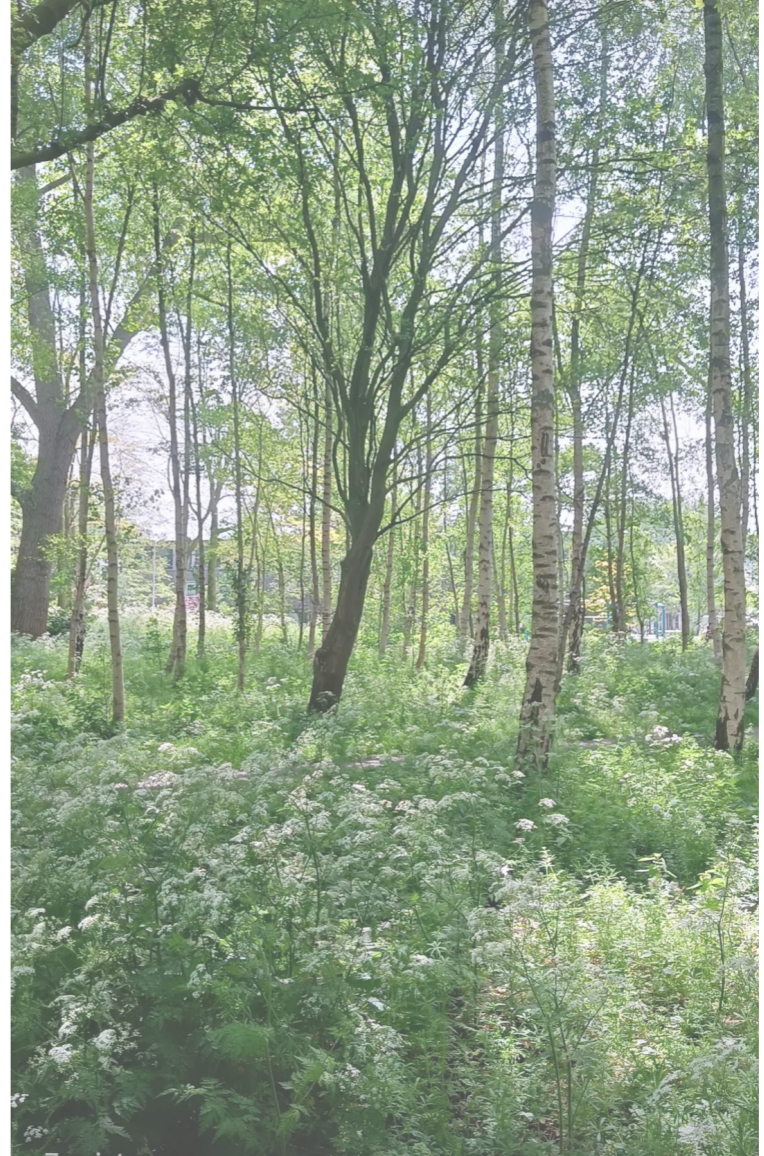
PARADOX

OF

GREEN

Balancing the ecological quality with the perceived
safety among women in Ommoord

Sylvia Crijns



1

INTRODUCTION

nrc OPINIE
 Betere straatverlichting is echt niet genoeg
 Een stad 'vrouwvriendelijk' maken vraagt om meer dan een paar aanpassingen van de publieke ruimte, stelt Kristina Varro.
 Kristina Varro
 oktober 2025 • Leesijd 3 minuten

de Volkskrant REPORTAGE
 Zo (on)veilig is de straat 's nachts voor vrouwen: 'Als je deze brug overgaat, fiets je zo een zwart gat in'

RTV NOORD
 Inrichting openbare ruimte moet vrouwvriendelijker: 'Geef jongere vrouw plek aan tafel'

NOS
 'Wij eisen de nacht op' wordt stichting, mikt op blijvende verandering
 NOS Nieuws • Vrijdag 3 oktober, 19:18 • Aangepast 3 oktober, 20:18

GO GEBIEDSONTWIKKELING.NU
 Genderongelijkheid in het publiek domein: vrouwen voelen zich minder veilig in het groen

NOS
 Gemeenten bekijken maatregelen na dood Lisa, maar voorlopig blijft het bij praten
 Door Linda van Beest
 9 sep 2025 om 13:07

RTV Utrecht
 Camera's en gesnoeide bosjes zouden 's nachts fietsen veiliger kunnen maken
 Mathijs Nieuwenhuijs 27 augustus, 19:00 • Aangepast 2 oktober, 02:01

ds
 Waarom veel meiden jarenlang wegbleven uit parken in Apeldoorn: 'Ik zou daar niet gaan zitten'
 Landschapsarchitect Linda Hoojer op een sportveld in het Matenpark, een plek die voor meiden niet aantrekkelijk is. © Peter Lous

nlk
 Vrouwen 'eisen de nacht op' in Den Haag, fietstochten in heel Nederland

nlk
 I WILL NEVER FORGET IT'S YOUR RIGHT TO BE SAFE
 SHE SAID! NO!

BALANCING ACT



PERCEPTION OF SAFETY

Spatial layout

- Use of space

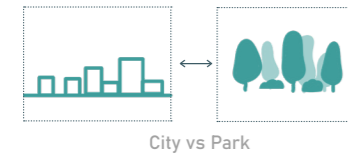
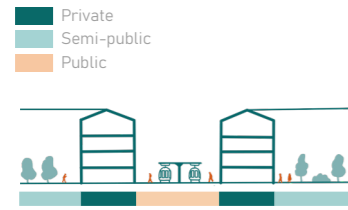
Social mix

- Social cohesion, feeling of collectiveness



1. Industrialisation, Early 20th Century (1850-1920)

Damstraat, Utrecht 1900-1920



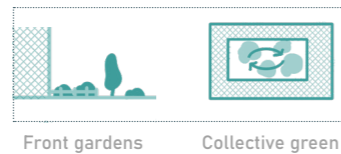
City vs Park



Mixed mobility

2. Garden City Influence (1920-1940)

Vreewijk, Rotterdam 1925-1940



Front gardens

Collective green



Mixed mobility
Slow traffic

3. Modernism, Reconstruction & Functional Zoning (1940-1960)

Zuidwijk, Rotterdam 1953-1960



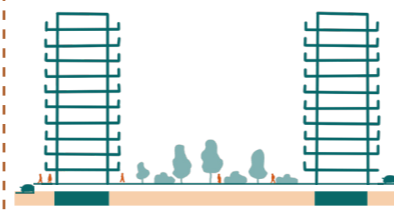
Public green



Separation transport modes

4. Modernism, High-Rise & Car-Dominated Expansion (1960-1975)

Ommoord, Rotterdam 1960-1970



Public green



Separation transport modes

5. Anti-Modernist Renewal / Bloemkoolwijken (1975-1990)

De Merenwijk, Leiden 1975-1985



Private front and back gardens

Woonerf



Mixed Mobility



Slow traffic

6. VINEX & New Town Urbanism (1990-2010)

Gruttosingel, Ypenburg 1999



Private front and back gardens

Public green



Mixed Mobility



Slow traffic

7. Compact Urbanism & Climate Resilience (2010-Now)

Merwede, Utrecht 2010-2020



Public green

Collective green



Fast traffic



Slow traffic

PUBLIC VS PRIVATE
GREEN PUBLIC SPACE
MOBILITY
SAFETY

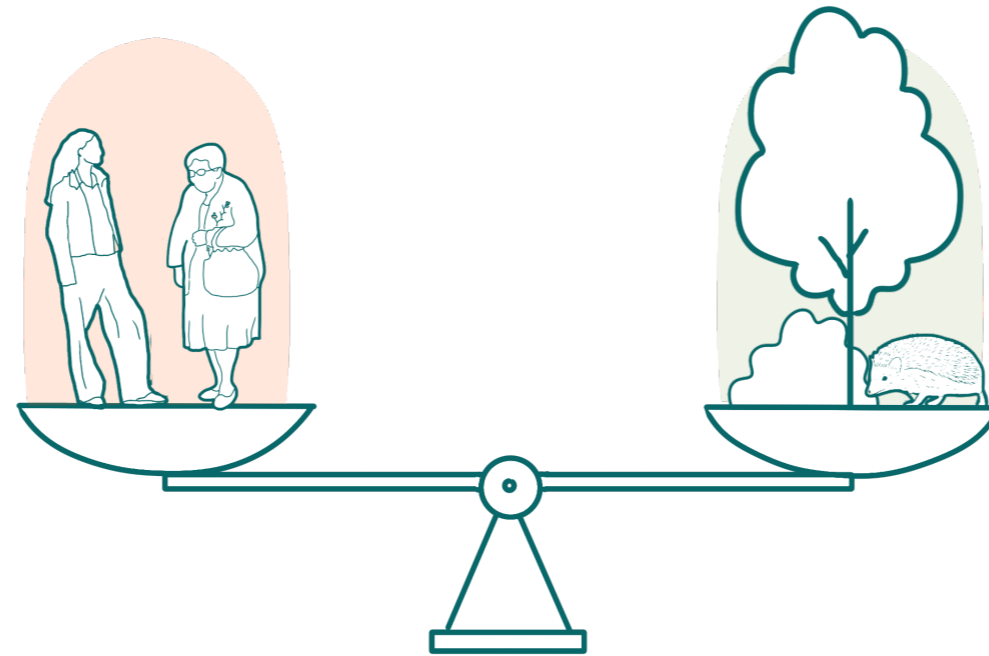
--- Feminist waves
--- Quantity of green
--- Perceived safety
--- Actual safety

* Note this graph is based on the author's understanding of the safety and perceived safety of the periods and not on scientific data

OMMOORD, ROTTERDAM







The aim:

Explore how the modernist neighbourhood **Ommoord** can be redesigned to enhance **perceived safety for women**, while also providing **high-quality, inclusive public green spaces**.

2

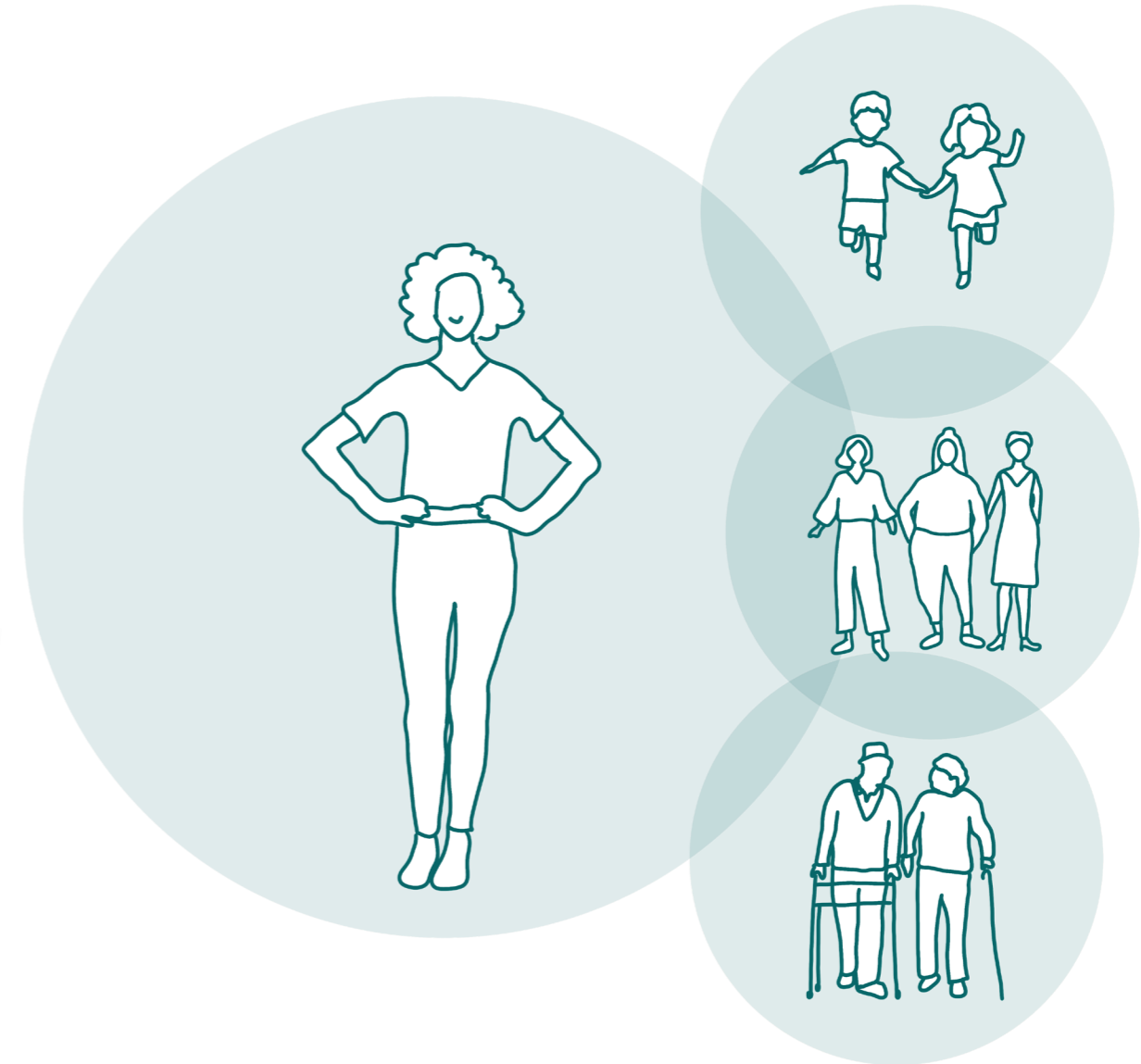
**MANIFESTO
SAFETY**

WOMEN

Young women feel unsafe
2× more often than young
men.

Girls make up only
1/3 of playground
users

Public space is not
gender-neutral:
women's needs are
underrepresented



DESIGN PRINCIPLES FOR SAFETY



Eyes on the street



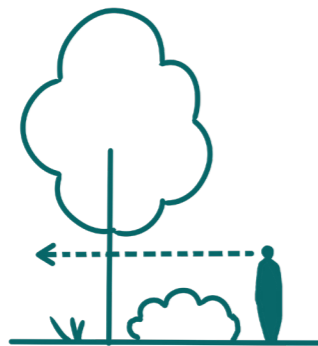
Soft legible transitions private-public



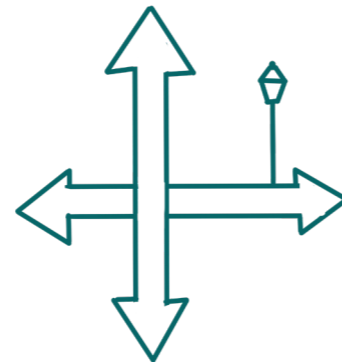
Spaces for contact



Gender mainstreaming



Well-maintained, clear vision



Legibility, sense of place

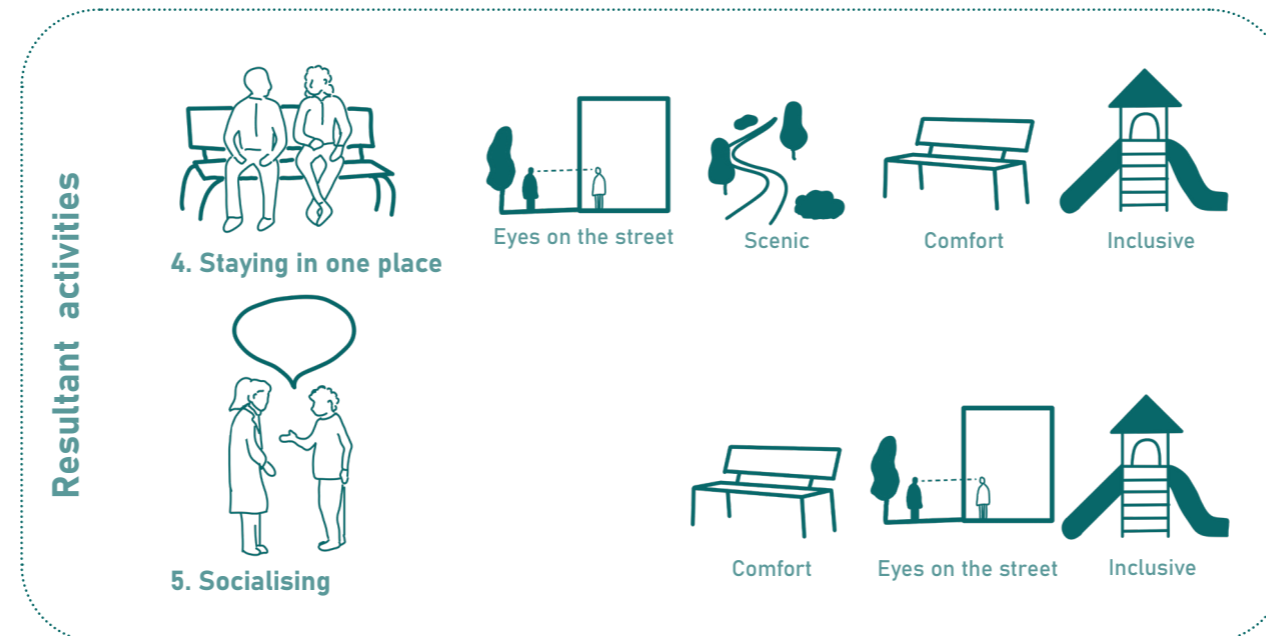
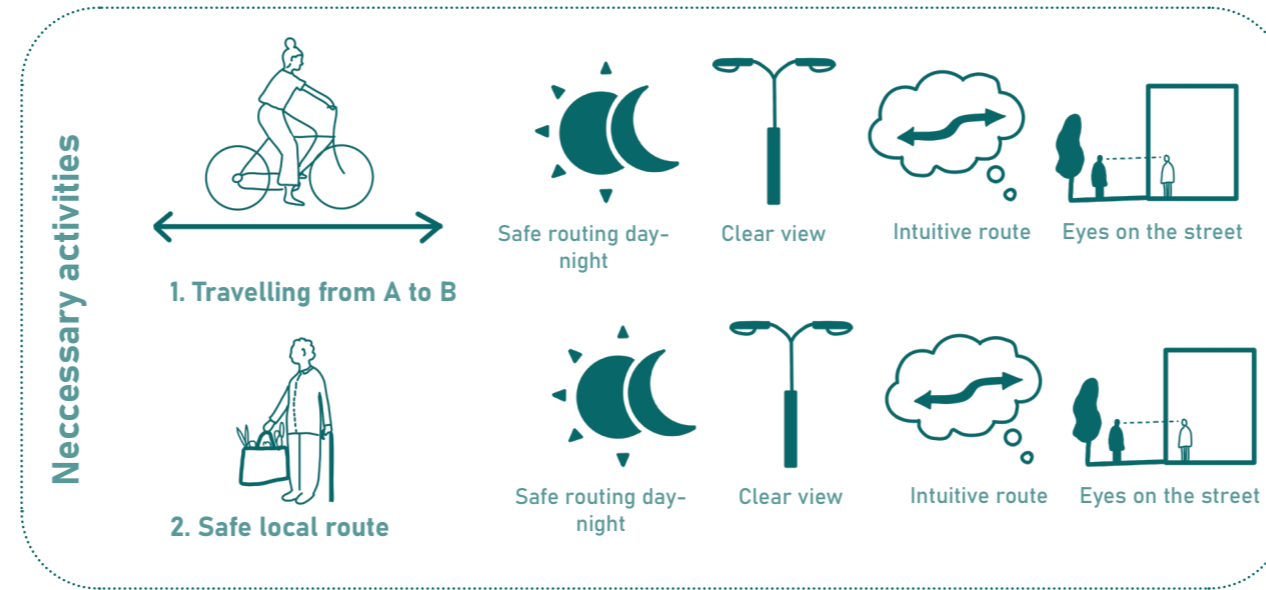


Balanced mix housing, functions and people



Difference in day-night routing

DESIGN FRAMEWORK



DAY

NIGHT

We want places we can be together without feeling unsafe or unwelcome

We want to play areas close to home so we can go alone

I want to walk my dog without worrying about my safety

I want well-lit, easy-to-navigate routes without dark spots.

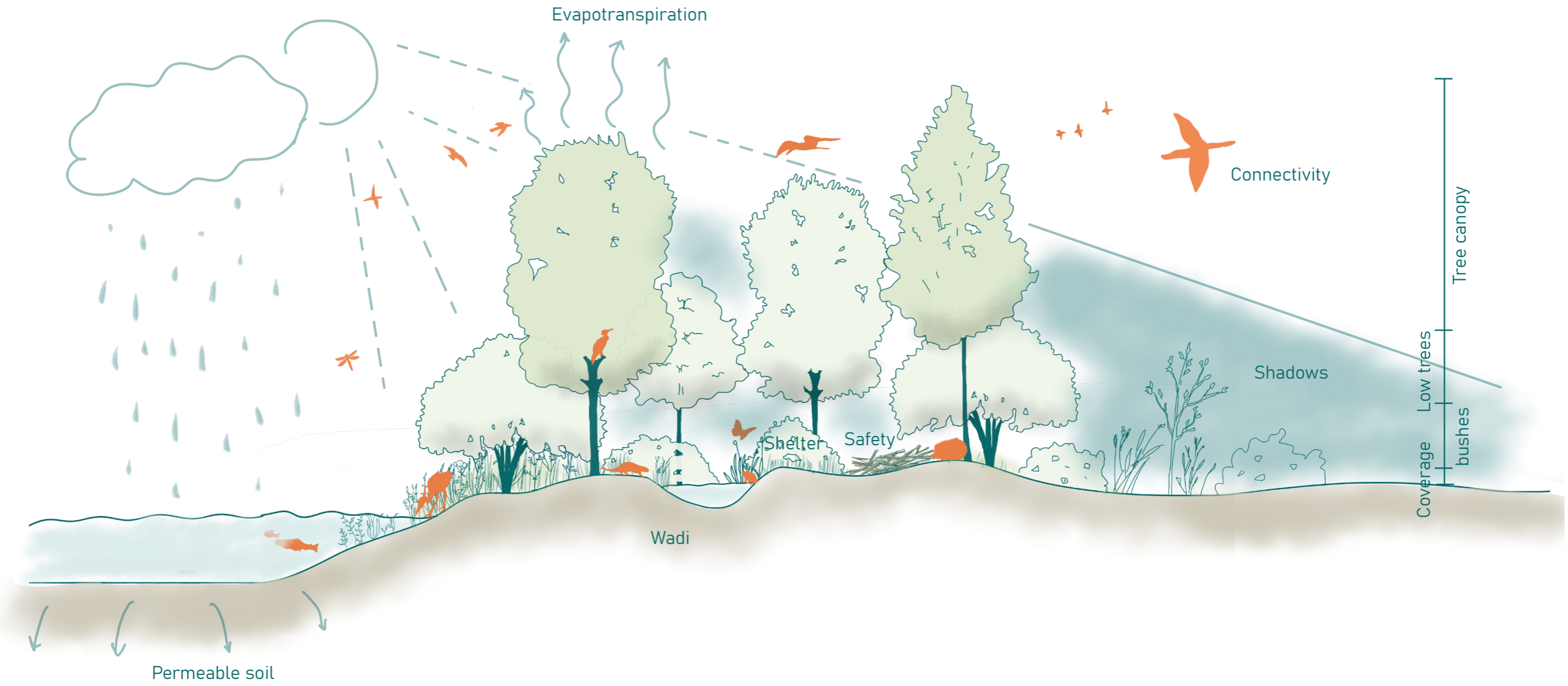
I want to reach my destination safely.

I want to exercise whenever I feel like it.

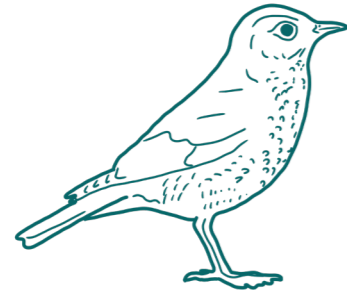
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**MANIFESTO
GREEN SPACES**

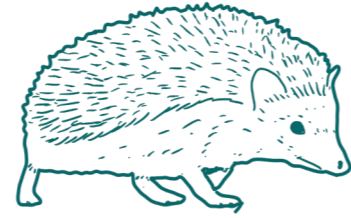
CLIMATE ADAPTATION



BIODIVERSITY



Song thrush



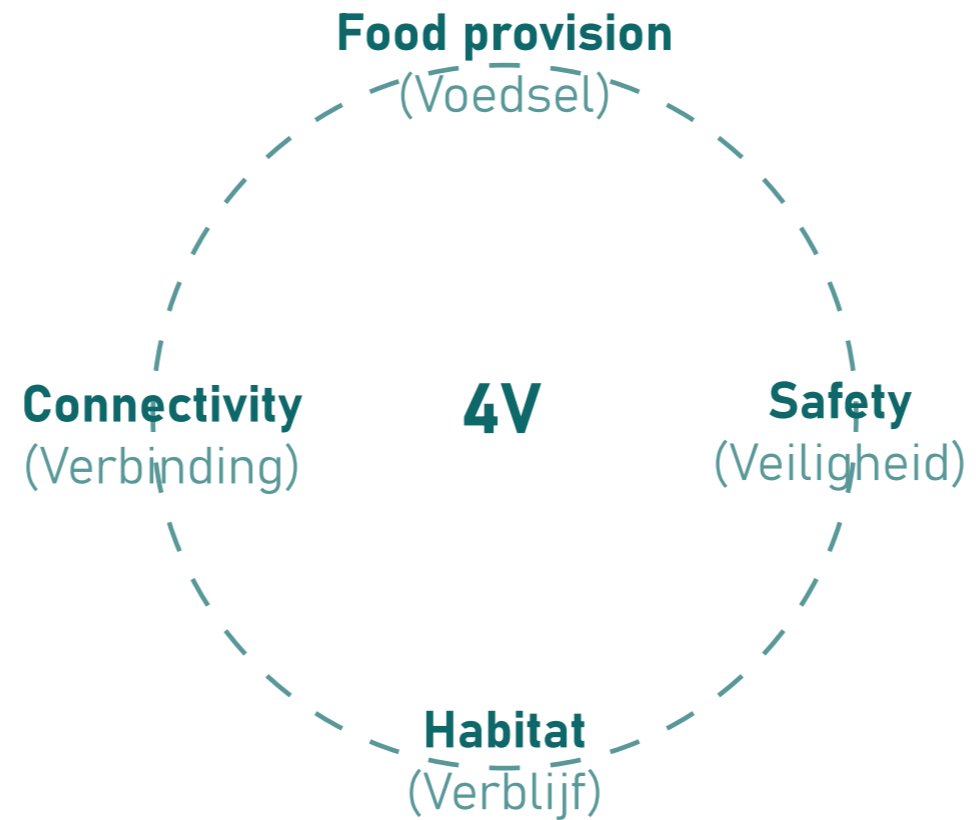
Hedgehog



Wild Bee



Common Toad



DESIGN PRINCIPLES FOR GREEN SPACES



**Ecological
satisfaction**



Low maintenance



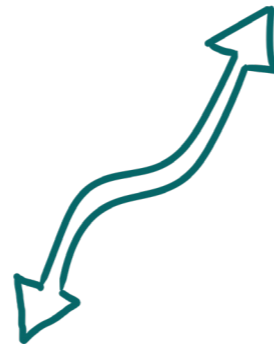
No disturbance



**Climate
resilience**



**Foraging plant
species**



**Good
connectivity**



**Difference in
day-night use**

DAY

NIGHT

SUMMER

WINTER



Trees

Herbaceous layer

No light pollution

Shelter spaces

No disturbance

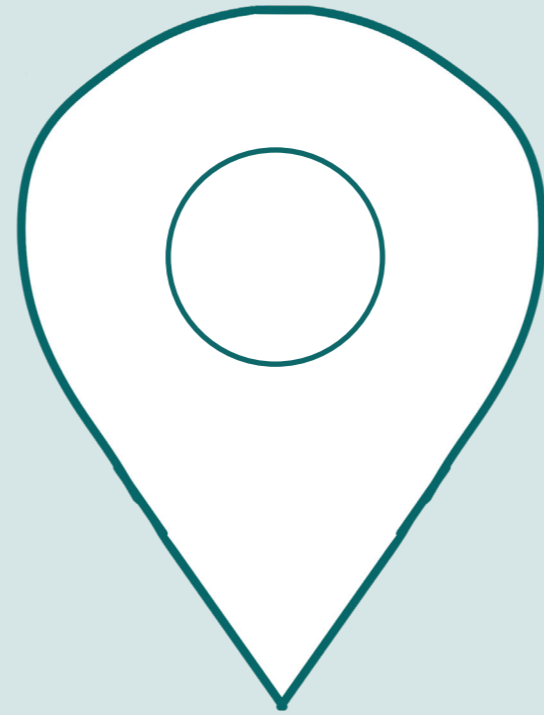
Rich aquatic life

Dead wood

Shelter

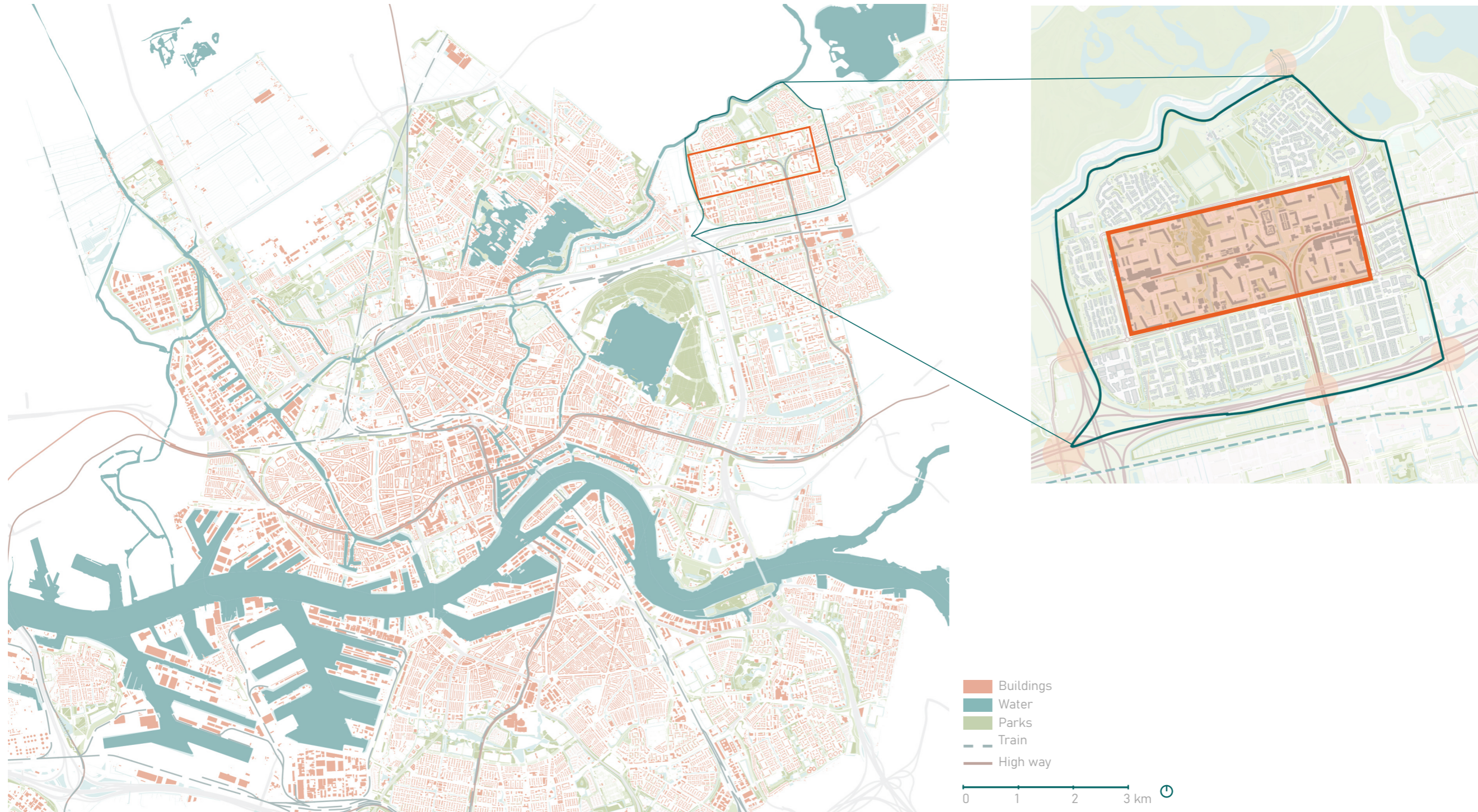
Food provision in winter

4

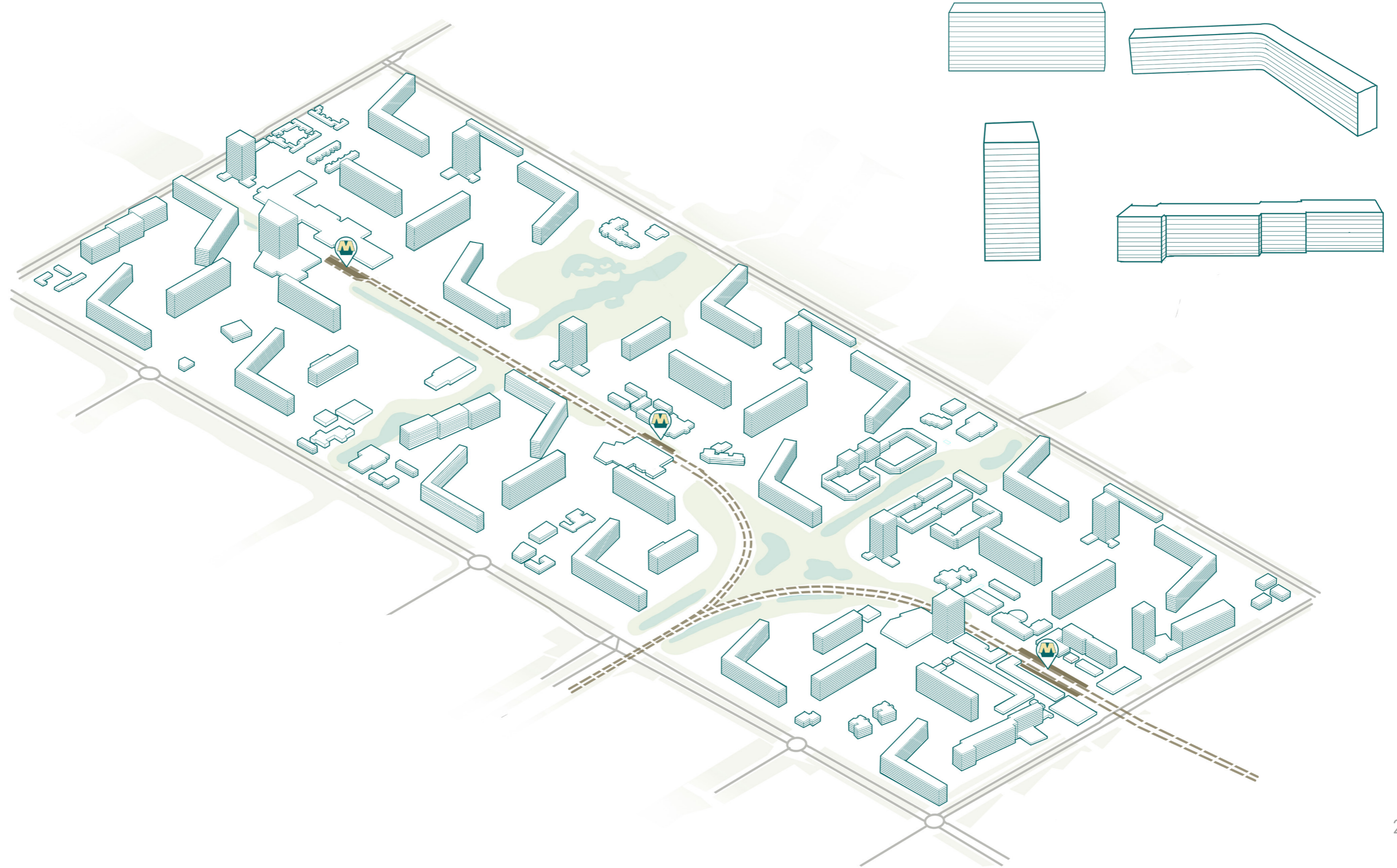


ANALYSIS

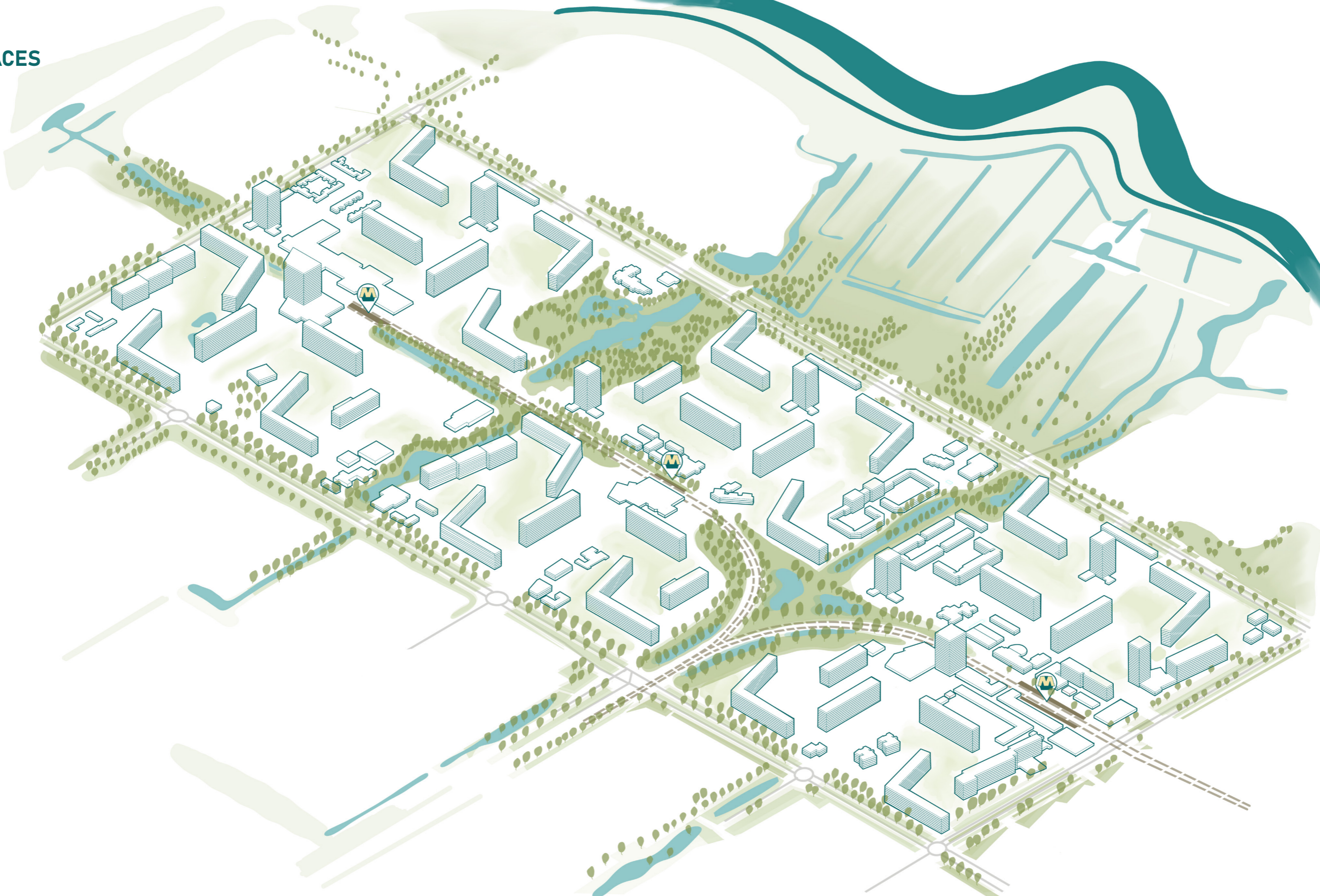
OMMOORD IN ROTTERDAM



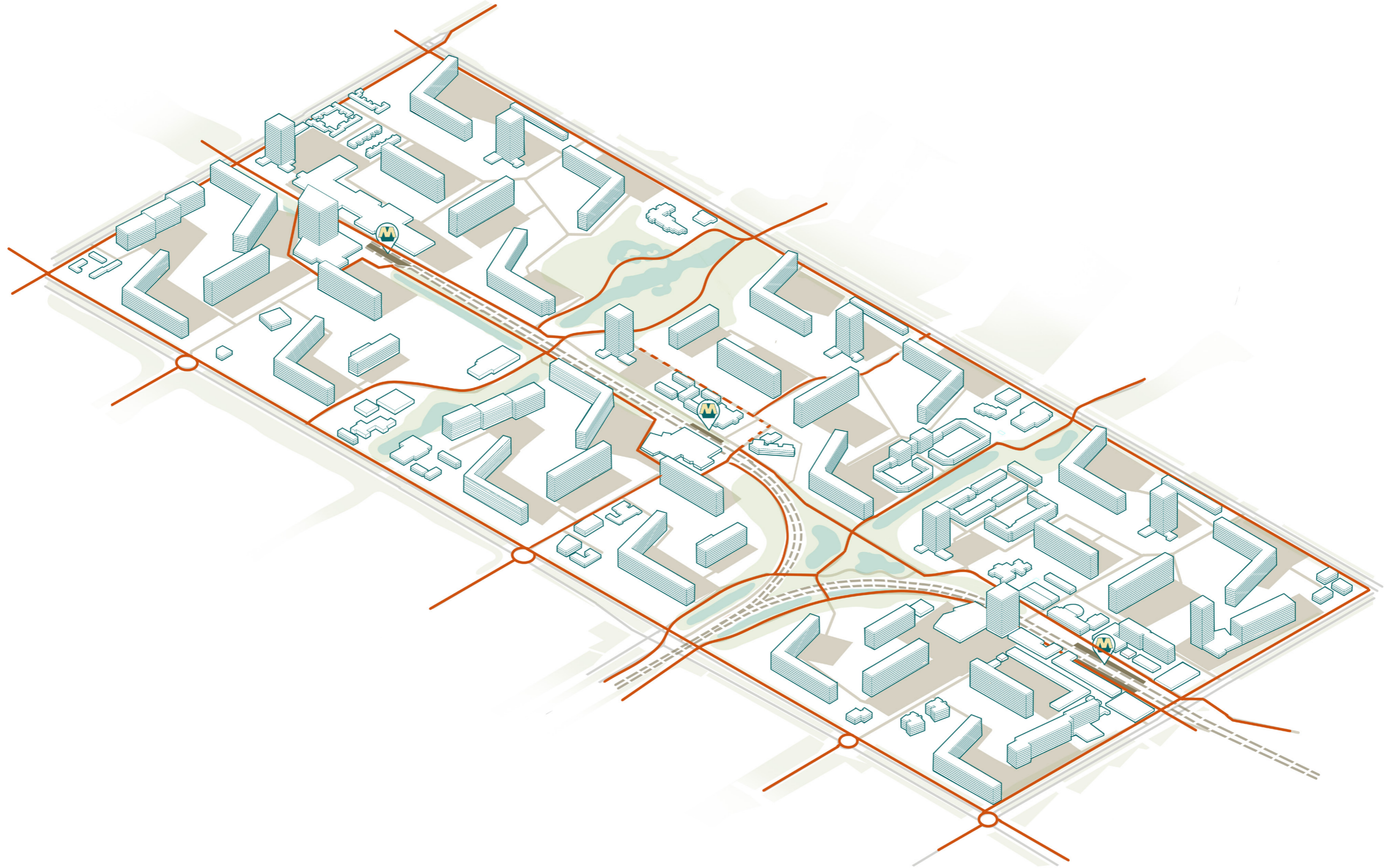
HERITAGE



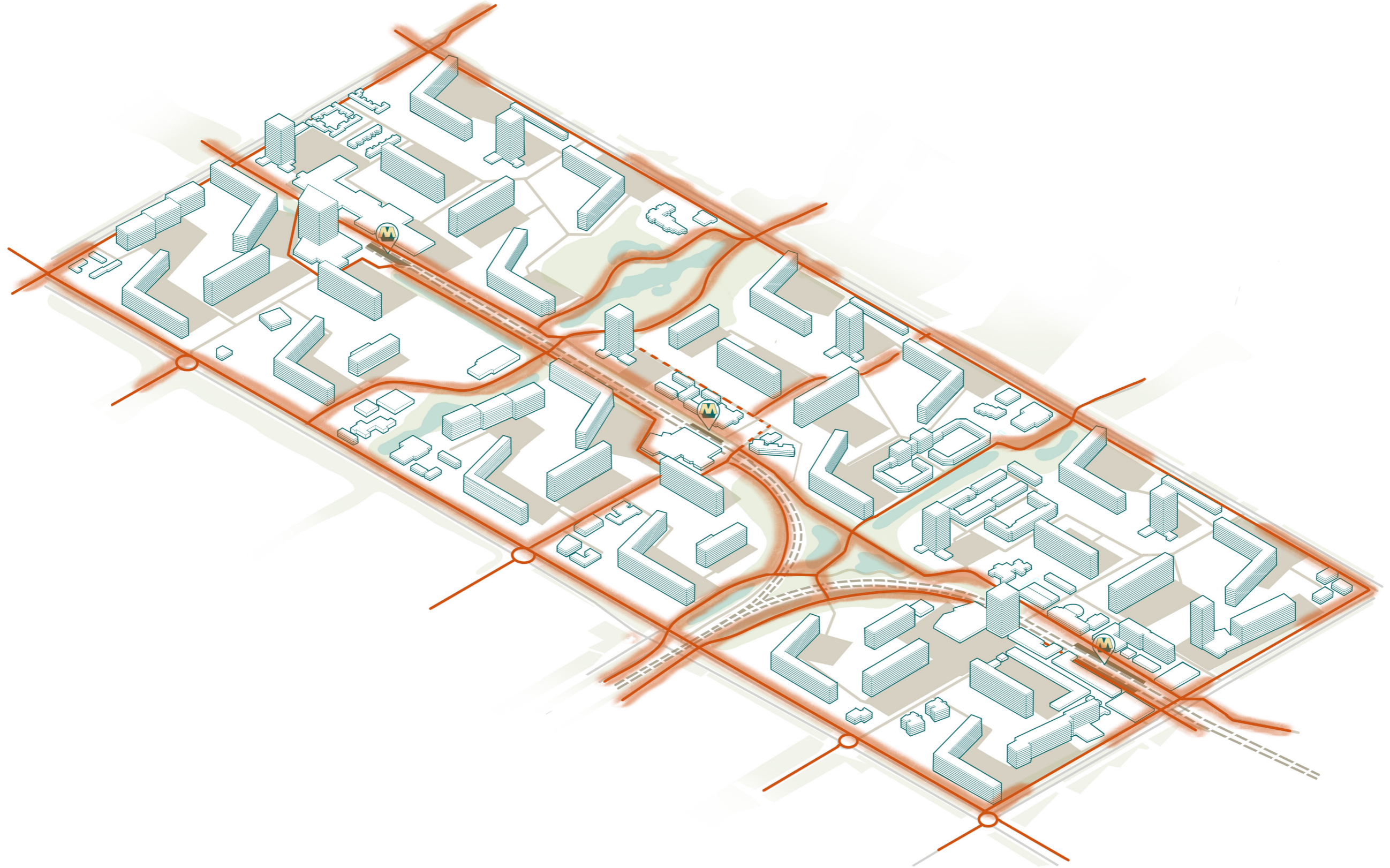
GREEN SPACES



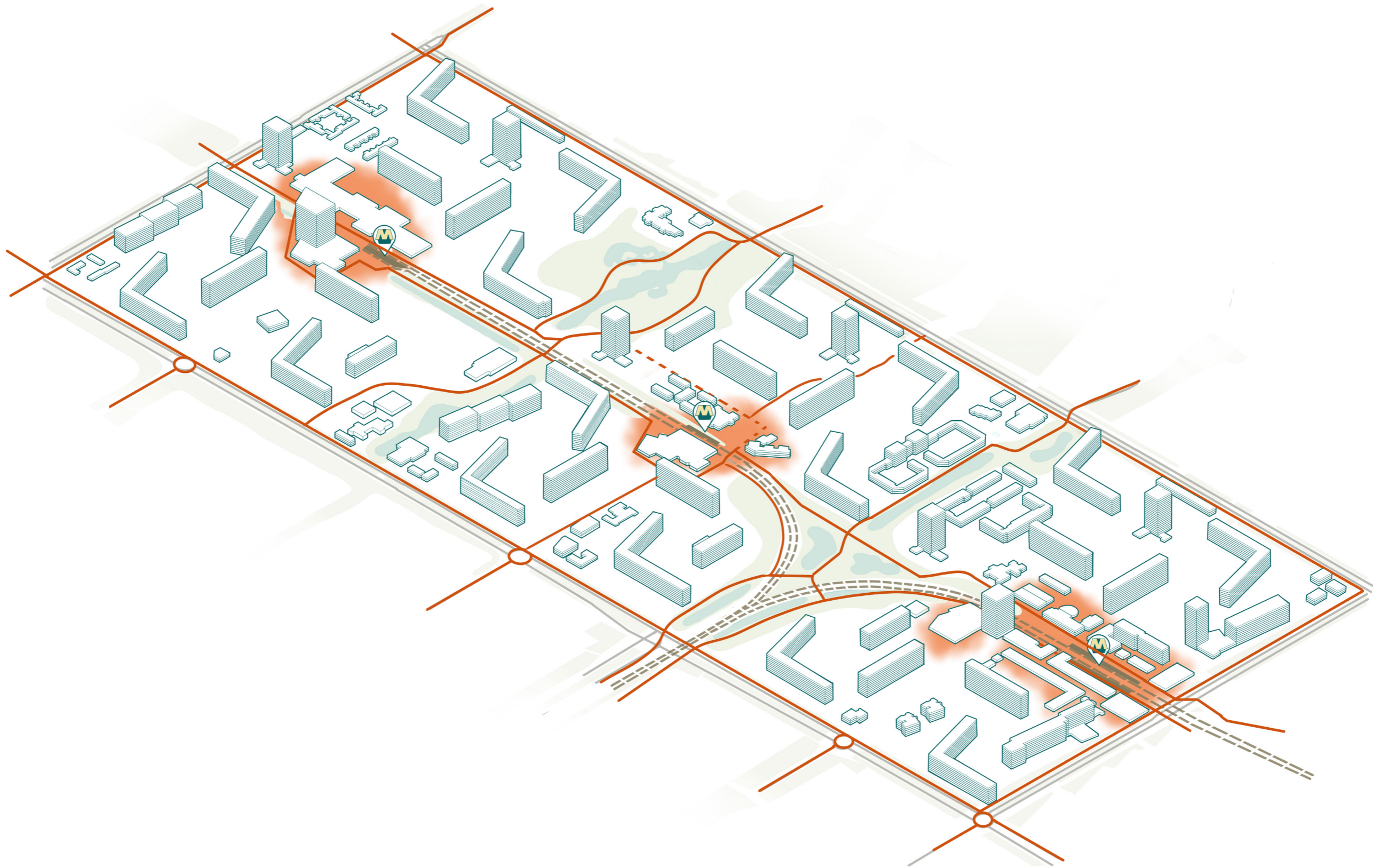
ROUTING



UNSAFE ROUTING



CENTRES





RESIDENTIAL AREA



THROUGH GREEN



GREEN AXES



REGIONAL GREEN



ALONG THE METRO



ALONG PARKING SPACES



THE MIDDLE CENTRE

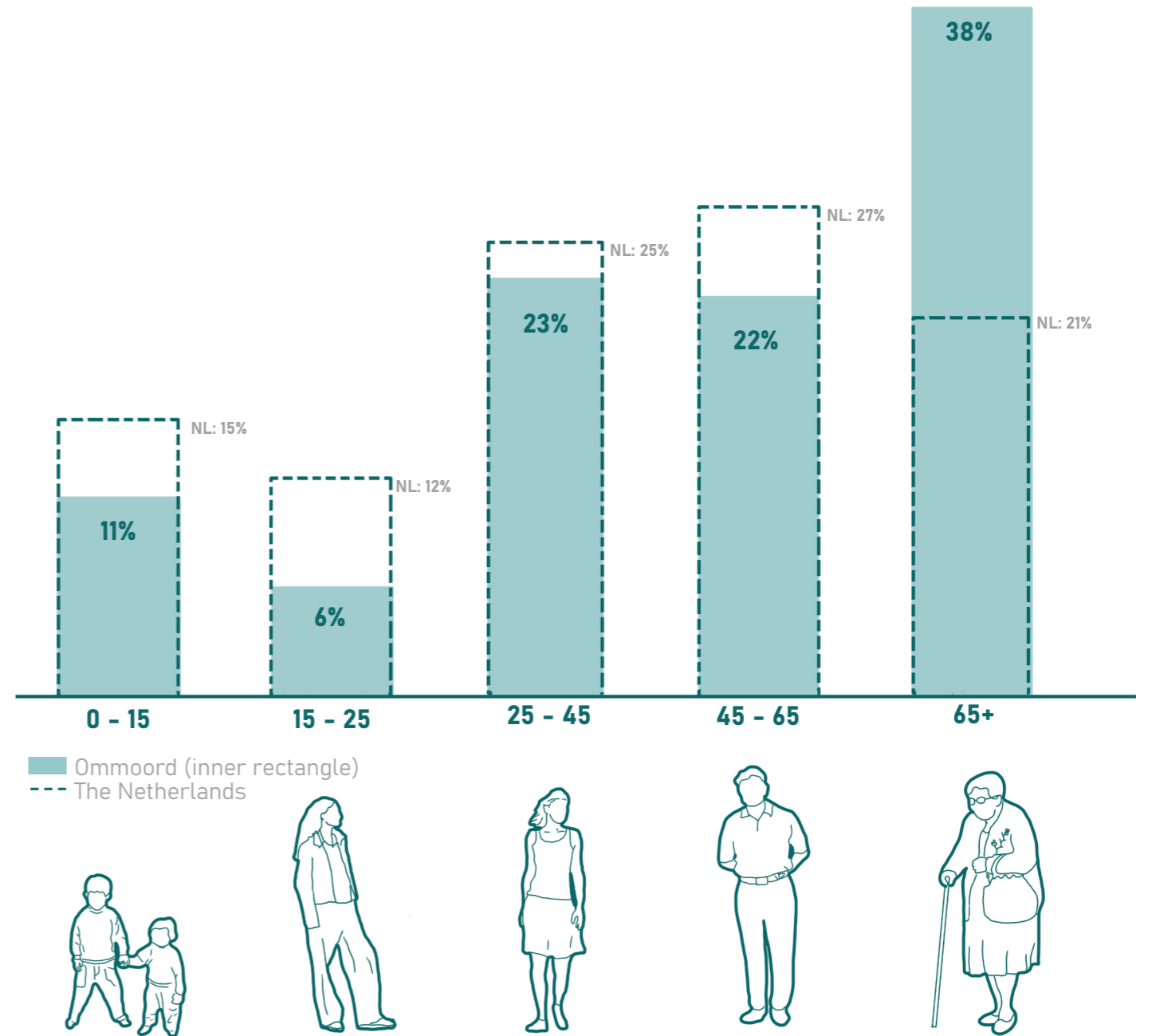


CLOSED FACADES

LIVABILITY



(Leefbarometer, n.d.).



(Nederland in Cijfers En Grafieken | AlleCijfers.nl, 2026; PDOK, n.d.)

5

DESIGN

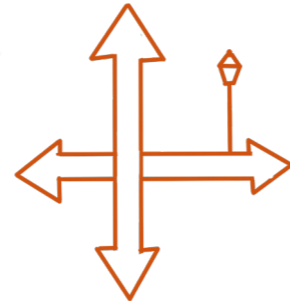
PRINCIPLES

Safety & Inclusivity

Ecology & Climate resilience



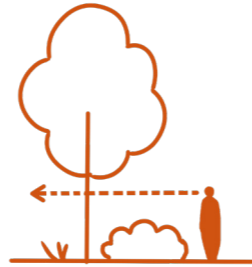
Soft transitions
private-public



Legibility, sense of
place



Gender
Mainstreaming



Well-maintained,
clear vision



Good mix housing,
functions and
people



Eyes on the street



Allocated spaces
for contact



Difference in day-
night routing



Good connectivity



Foraging plant
species



Low maintenance



Ecological
satisfaction



No disturbance

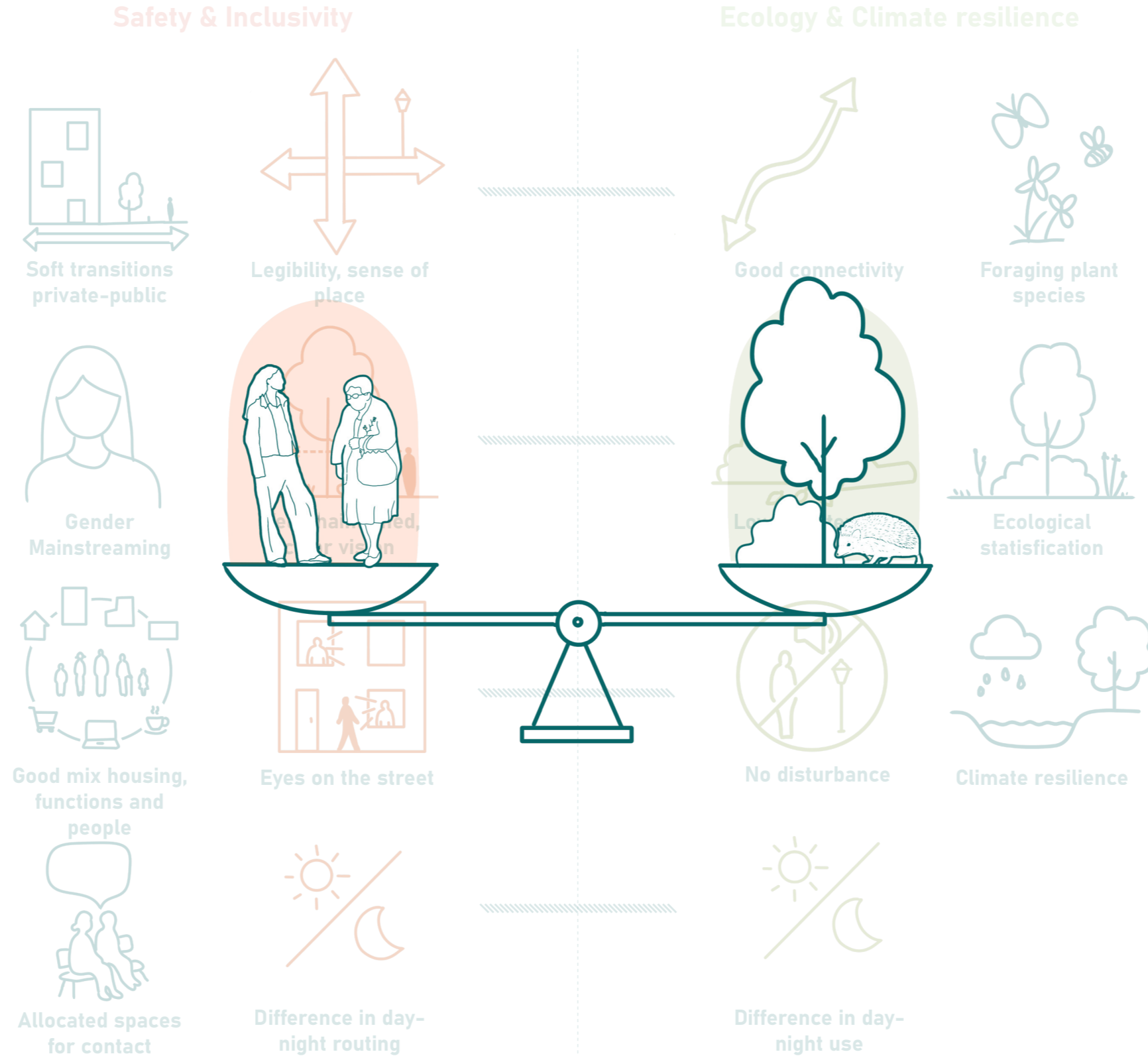


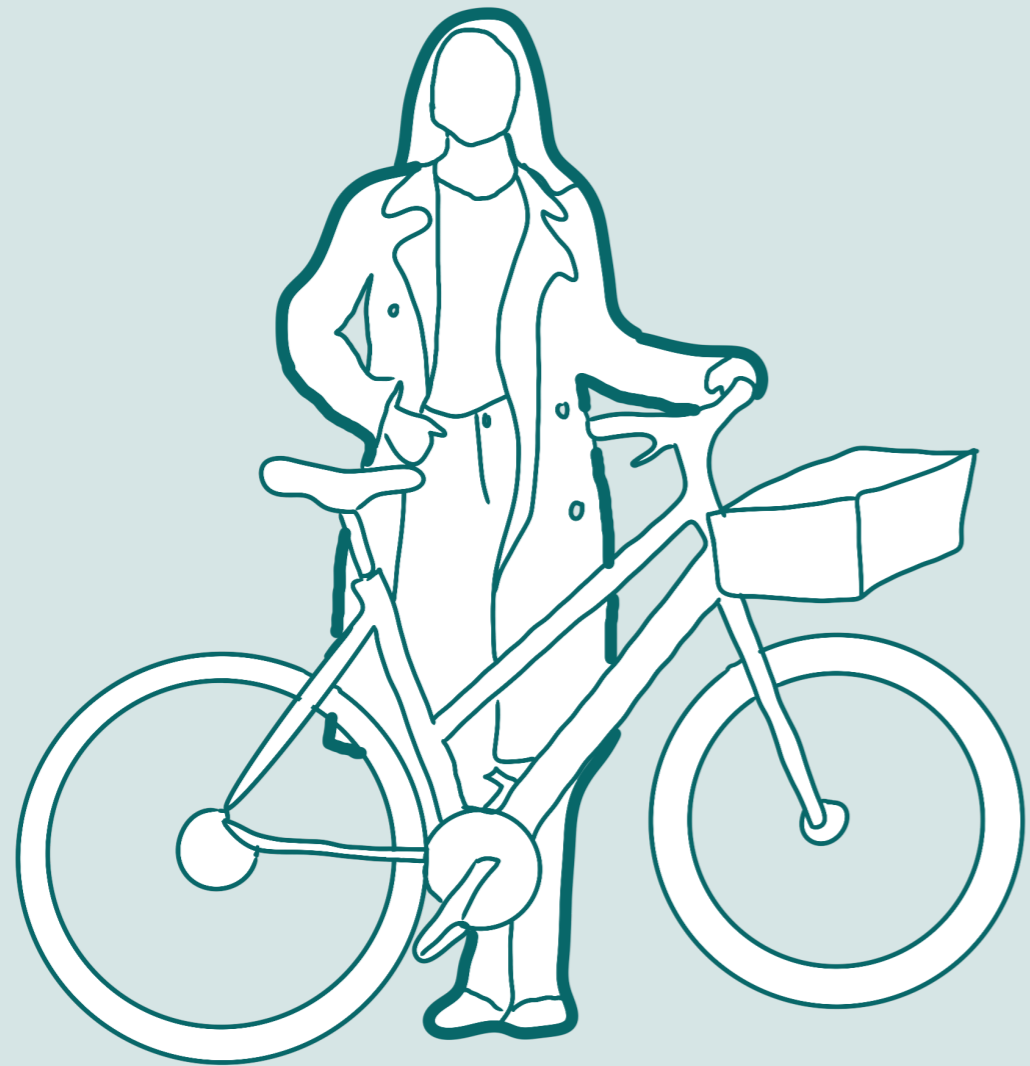
Climate resilience



Difference in day-
night use

TRADE OFFS



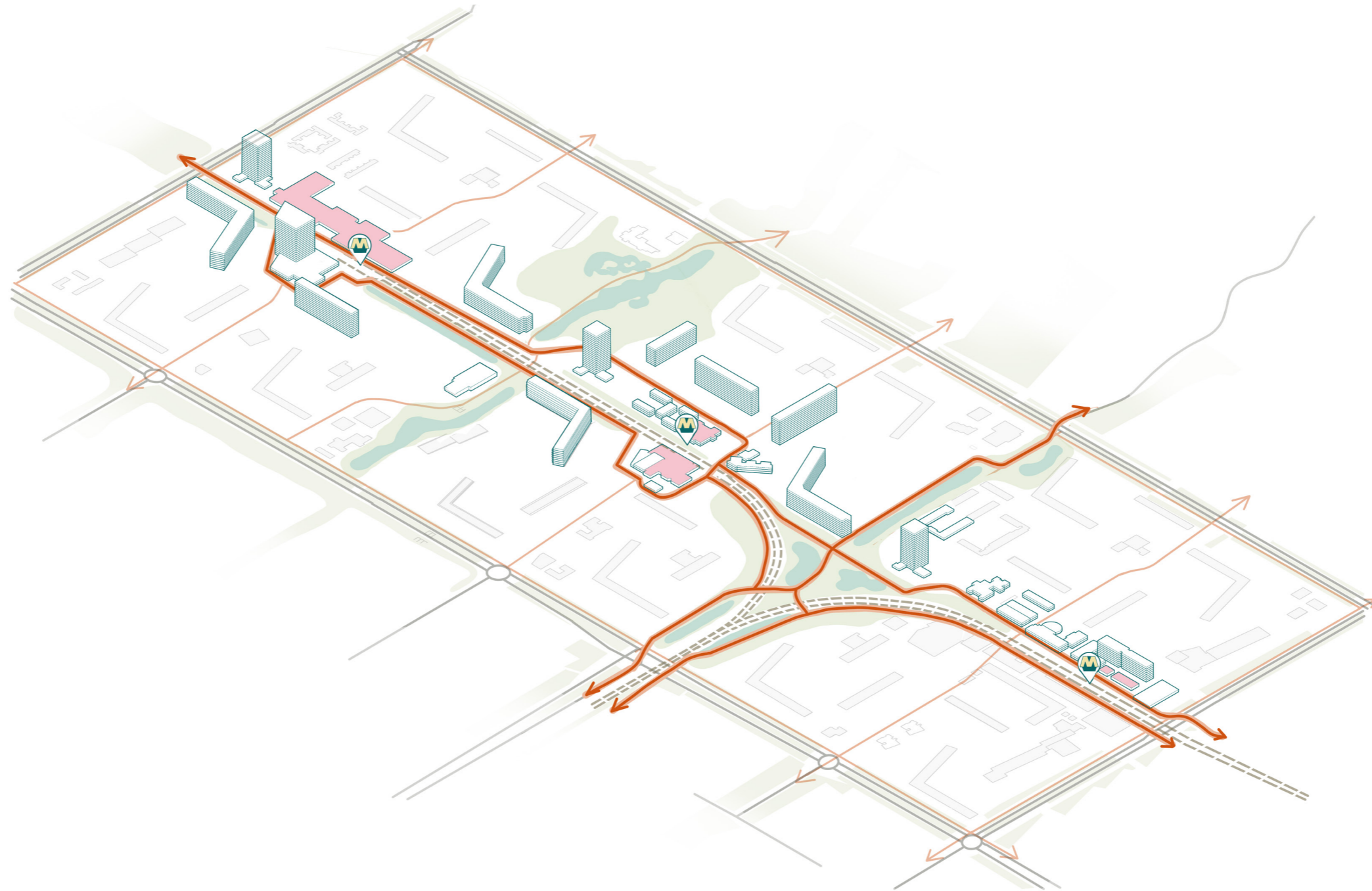


QUICKLY FROM A TO B

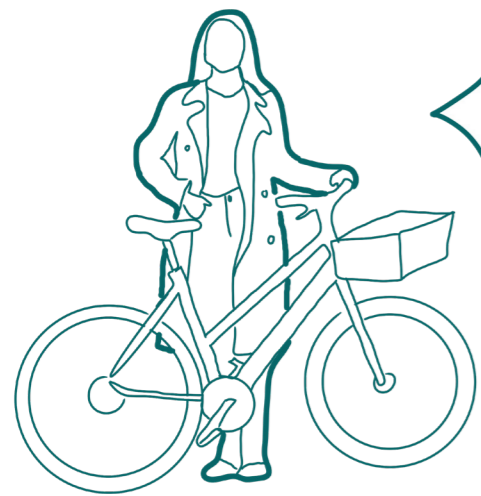
CURRENT REGIONAL ROUTING



CURRENT ROUTING IN OMMOORD

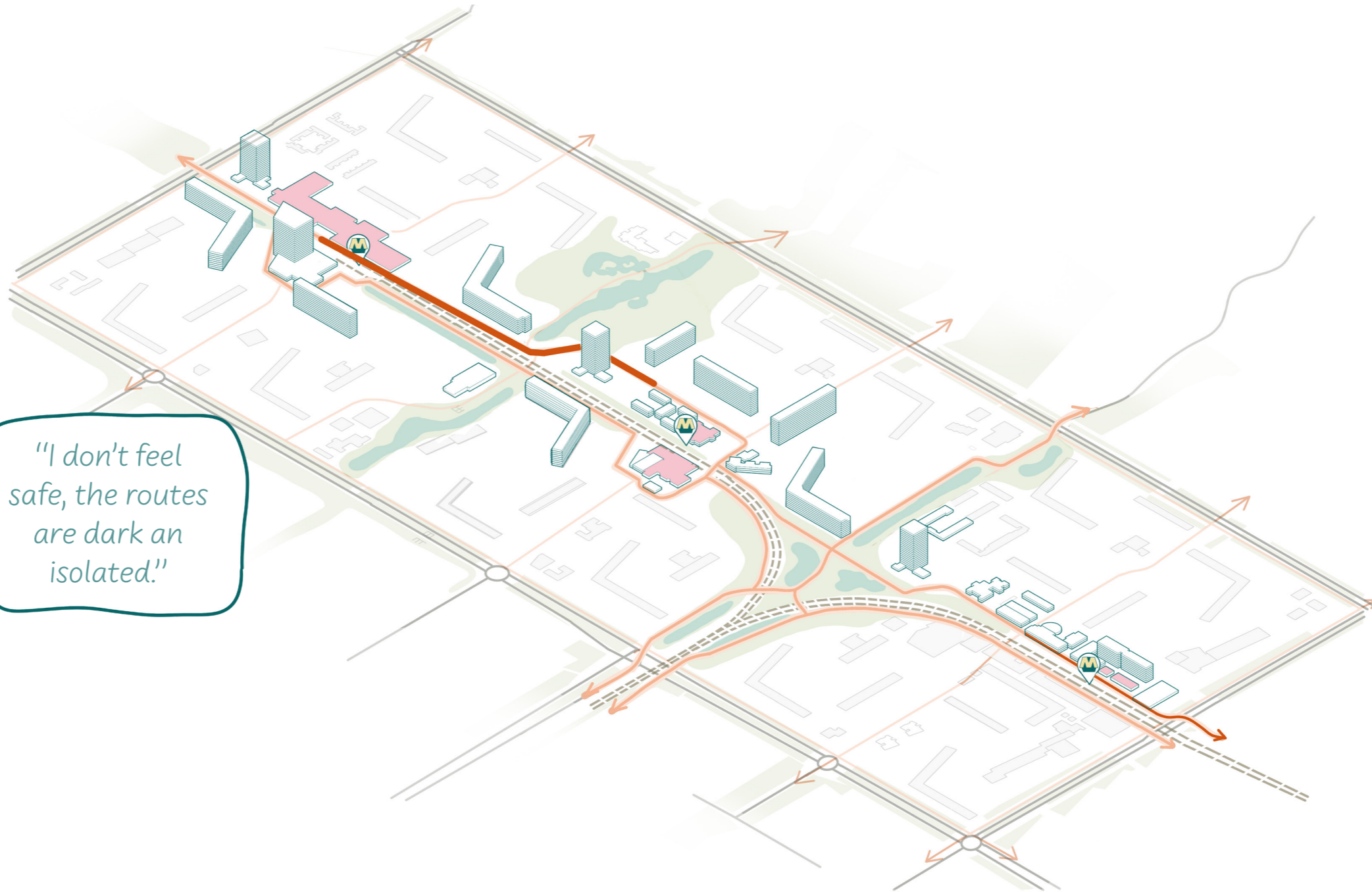


CURRENT ROUTING IN OMMOORD



Anna

"I don't feel safe, the routes are dark and isolated."







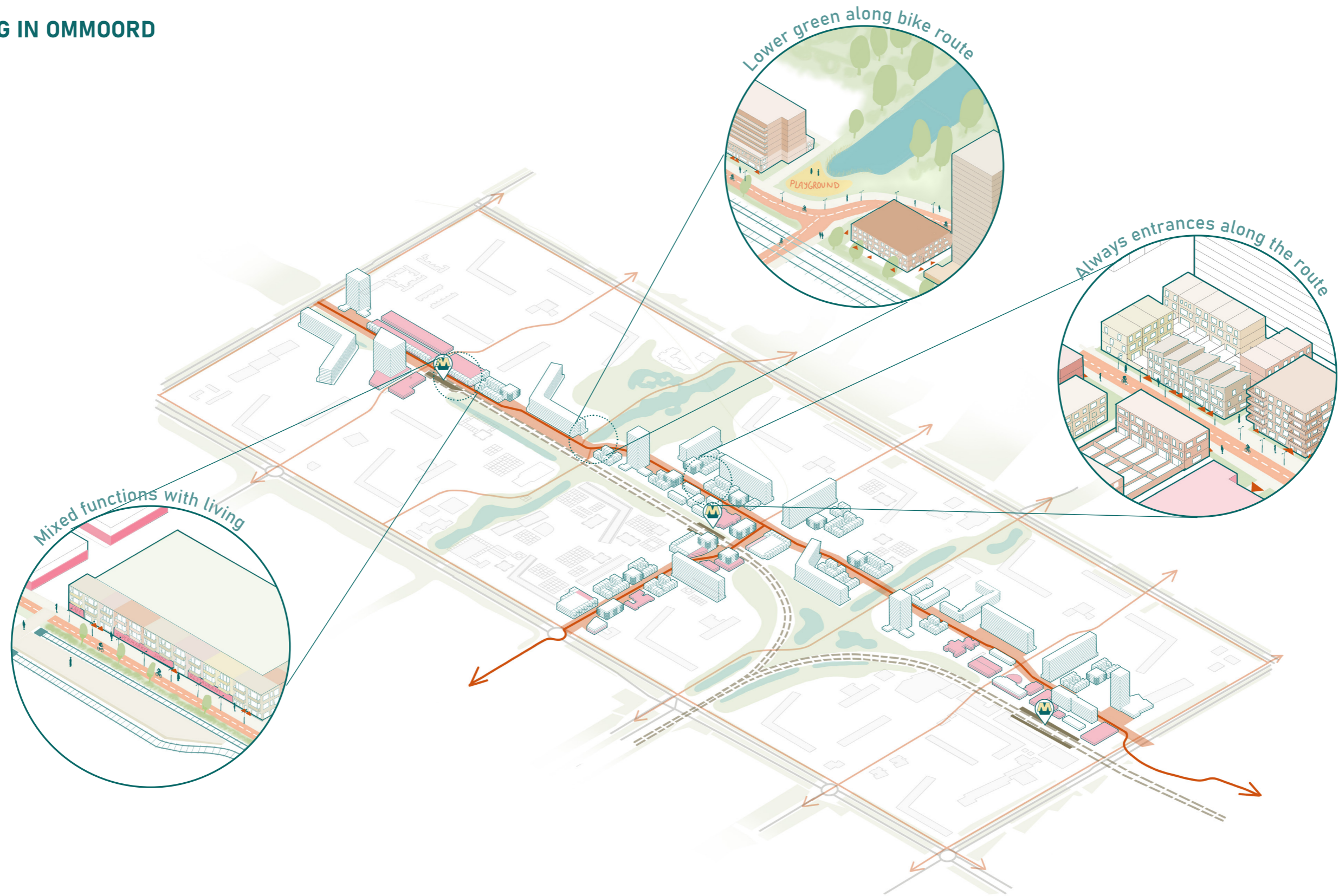




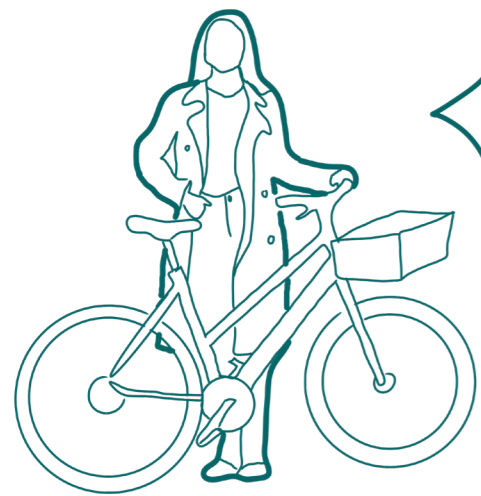
NEW REGIONAL ROUTING



NEW ROUTING IN OMMOORD

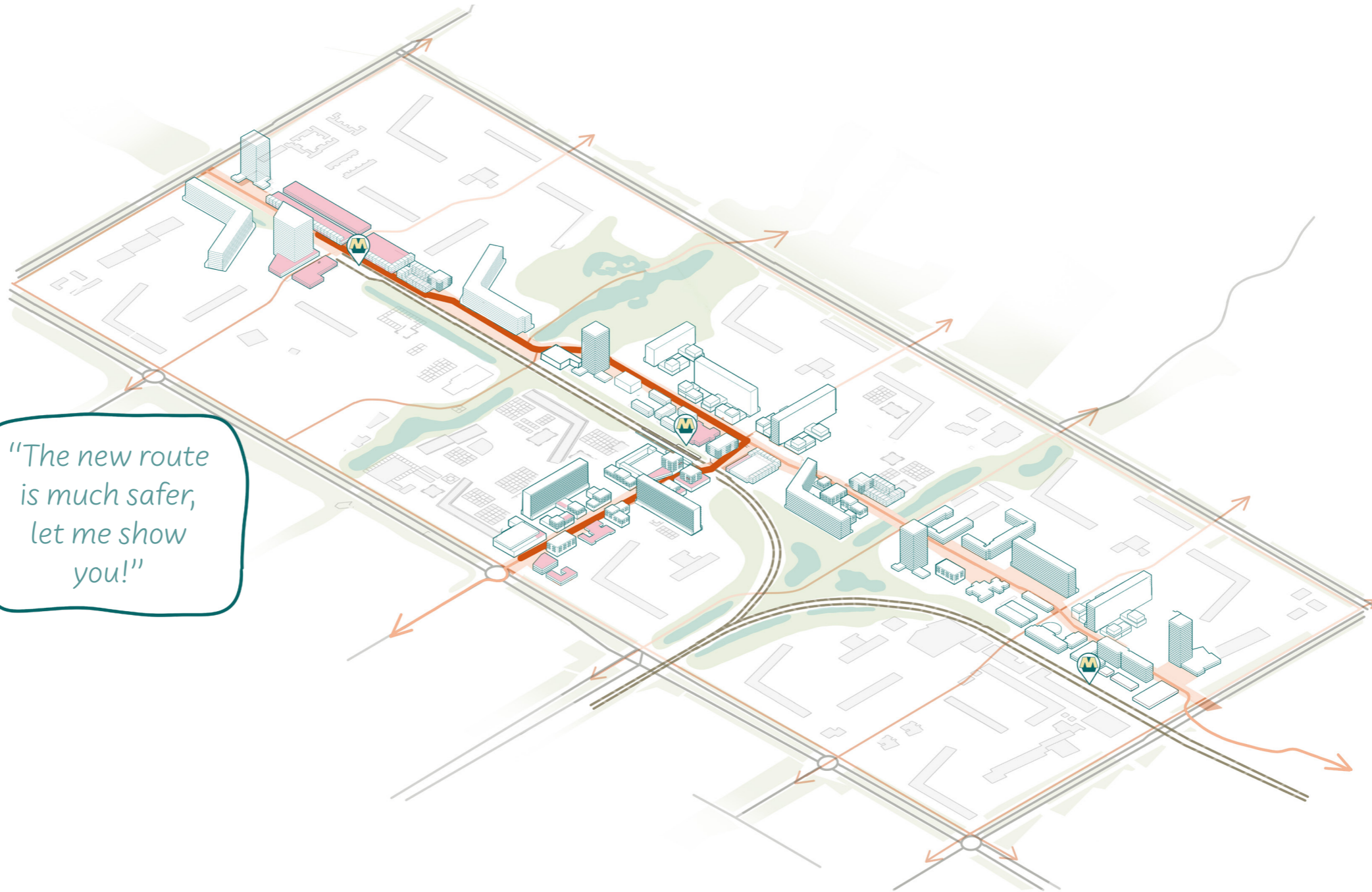


NEW ROUTING IN OMMOORD



Anna

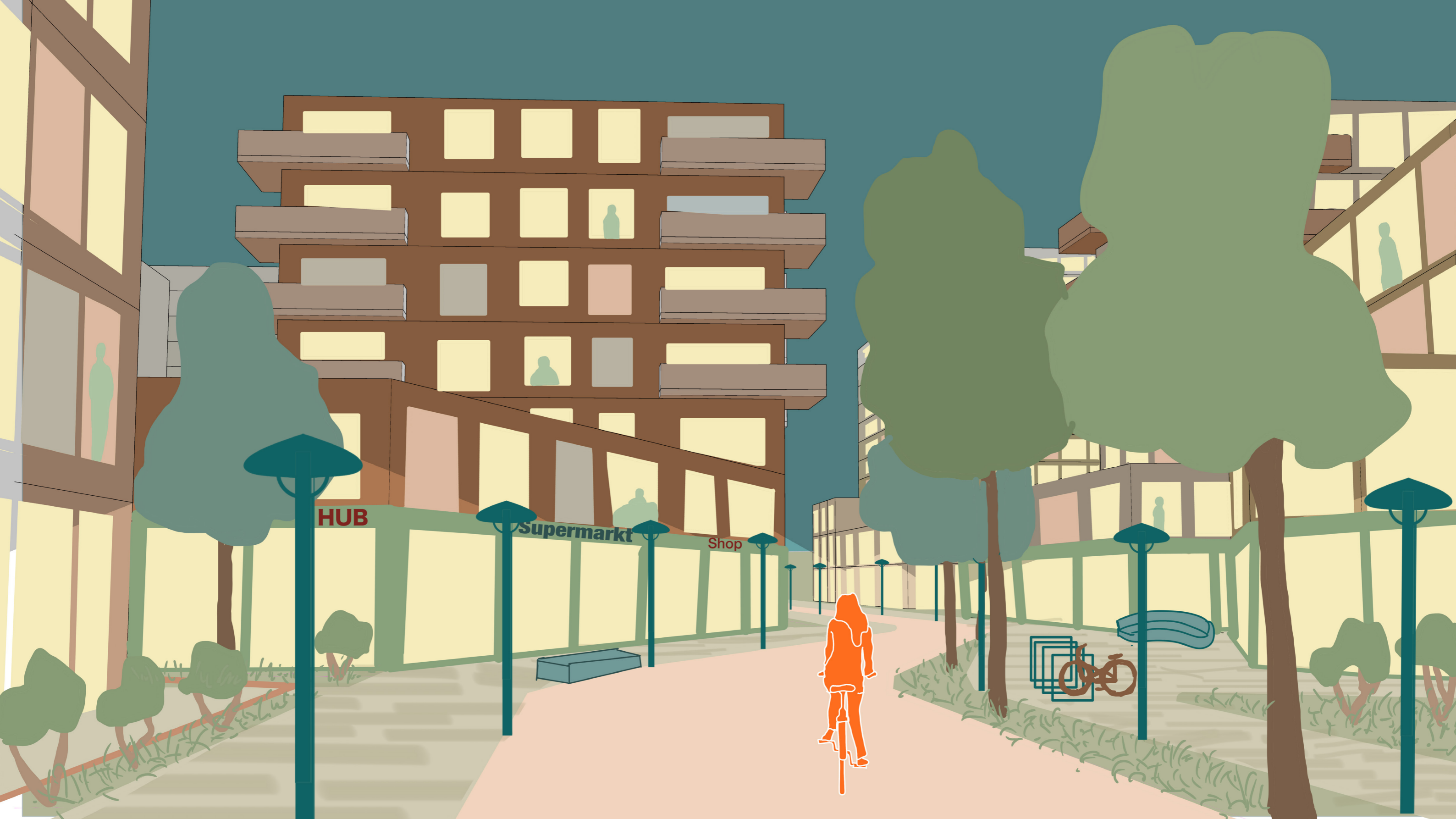
"The new route is much safer, let me show you!"





HUB





HUB

Supermarkt

Shop





Sport



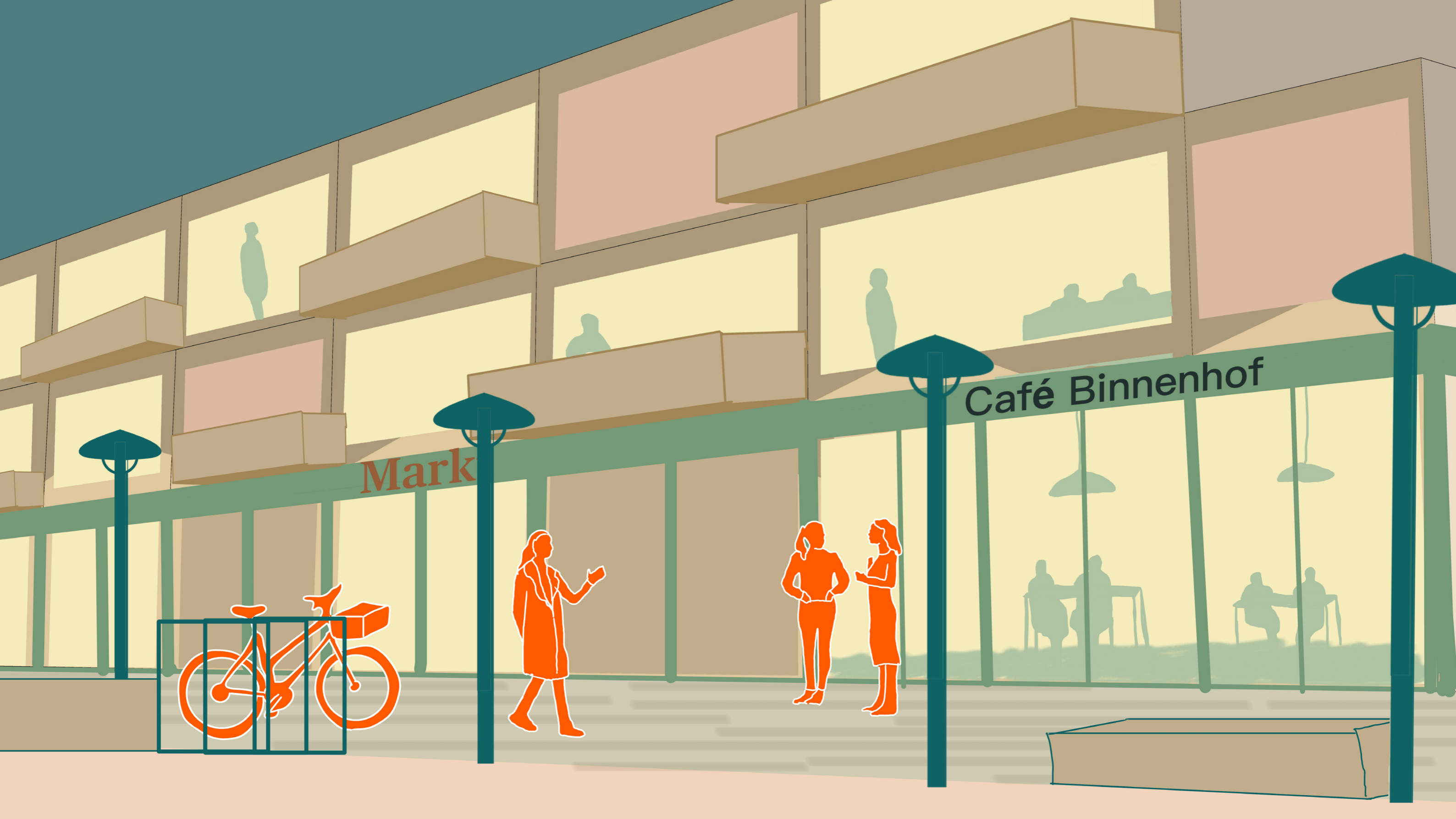






Café

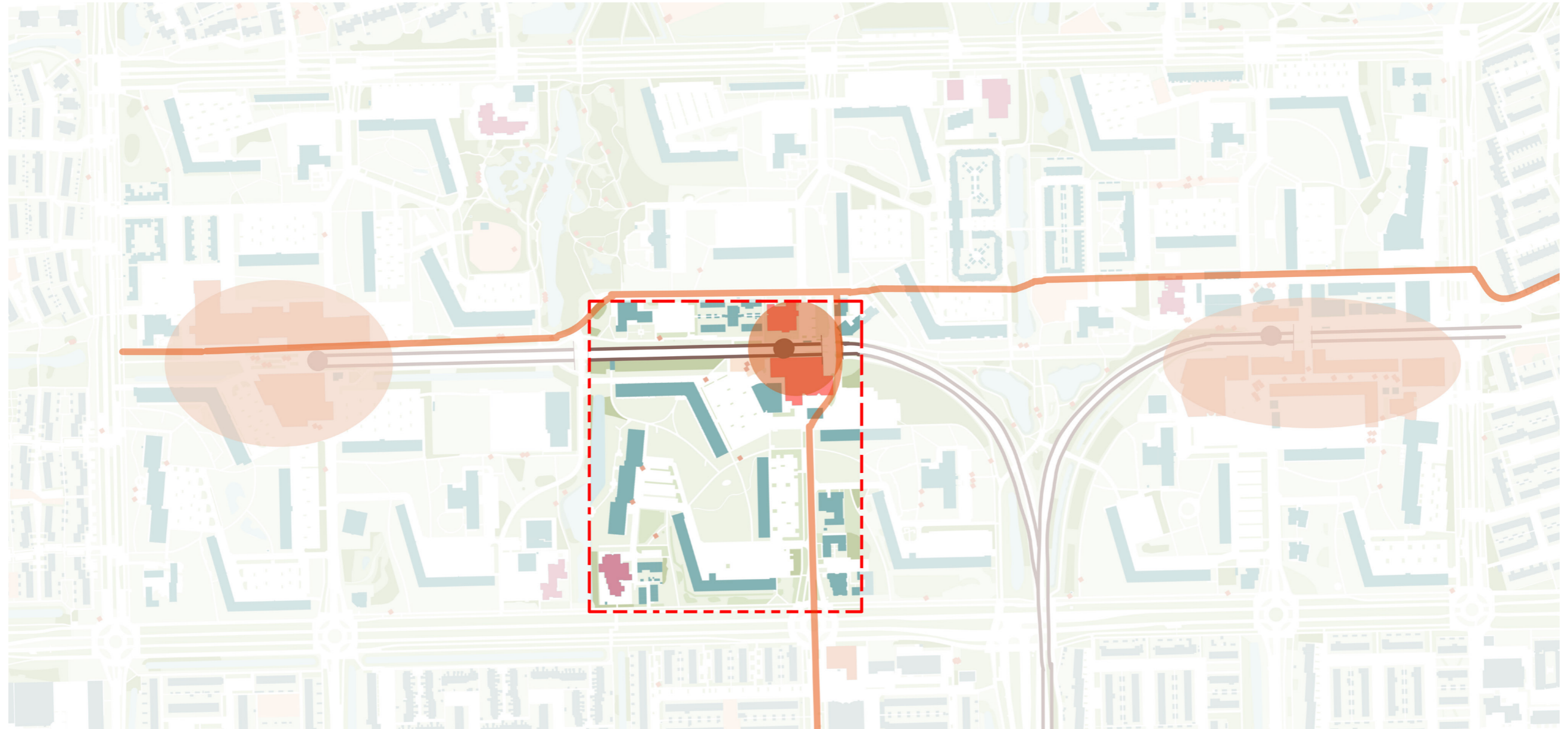
Restaurant



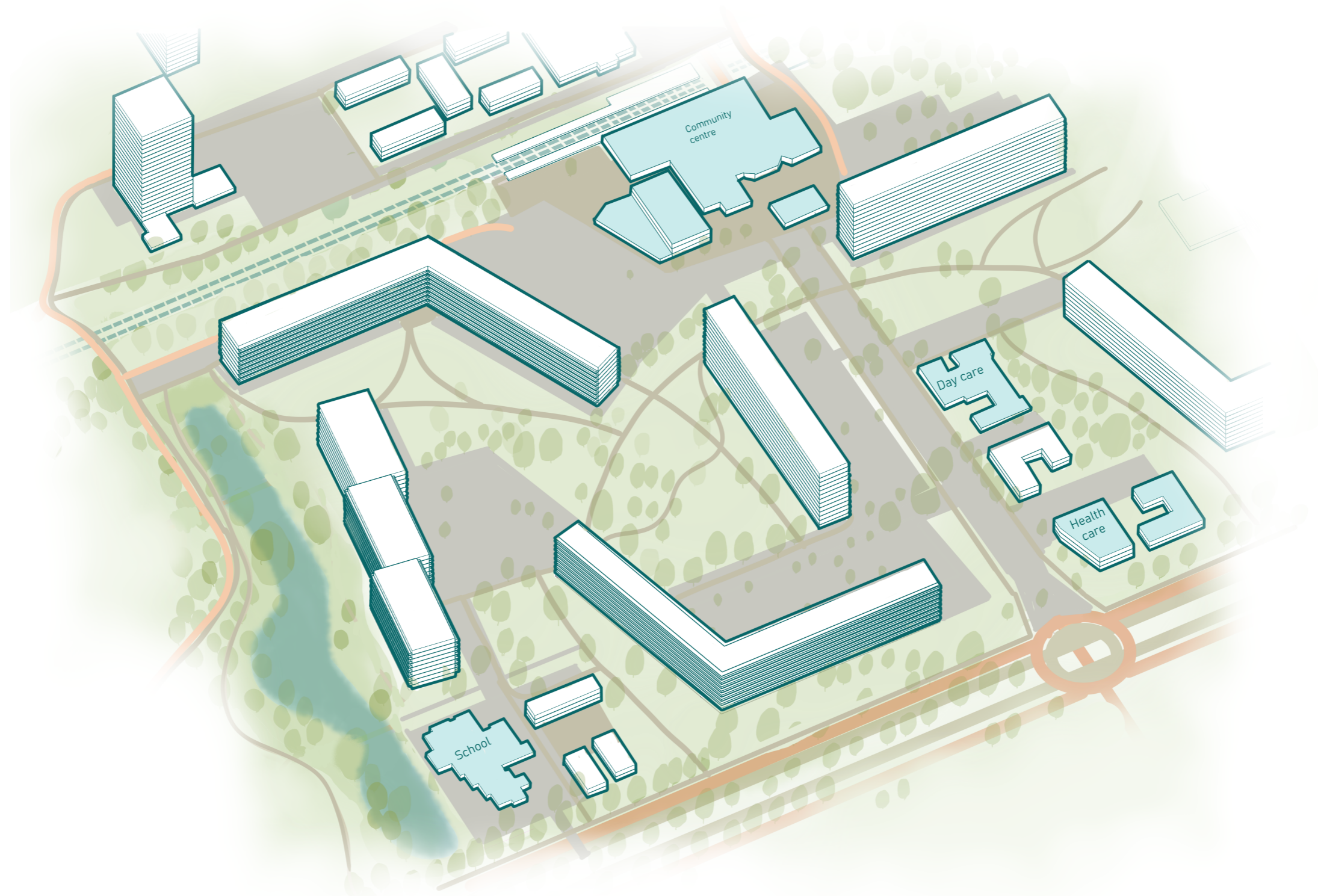
Café Binnenhof

Markt

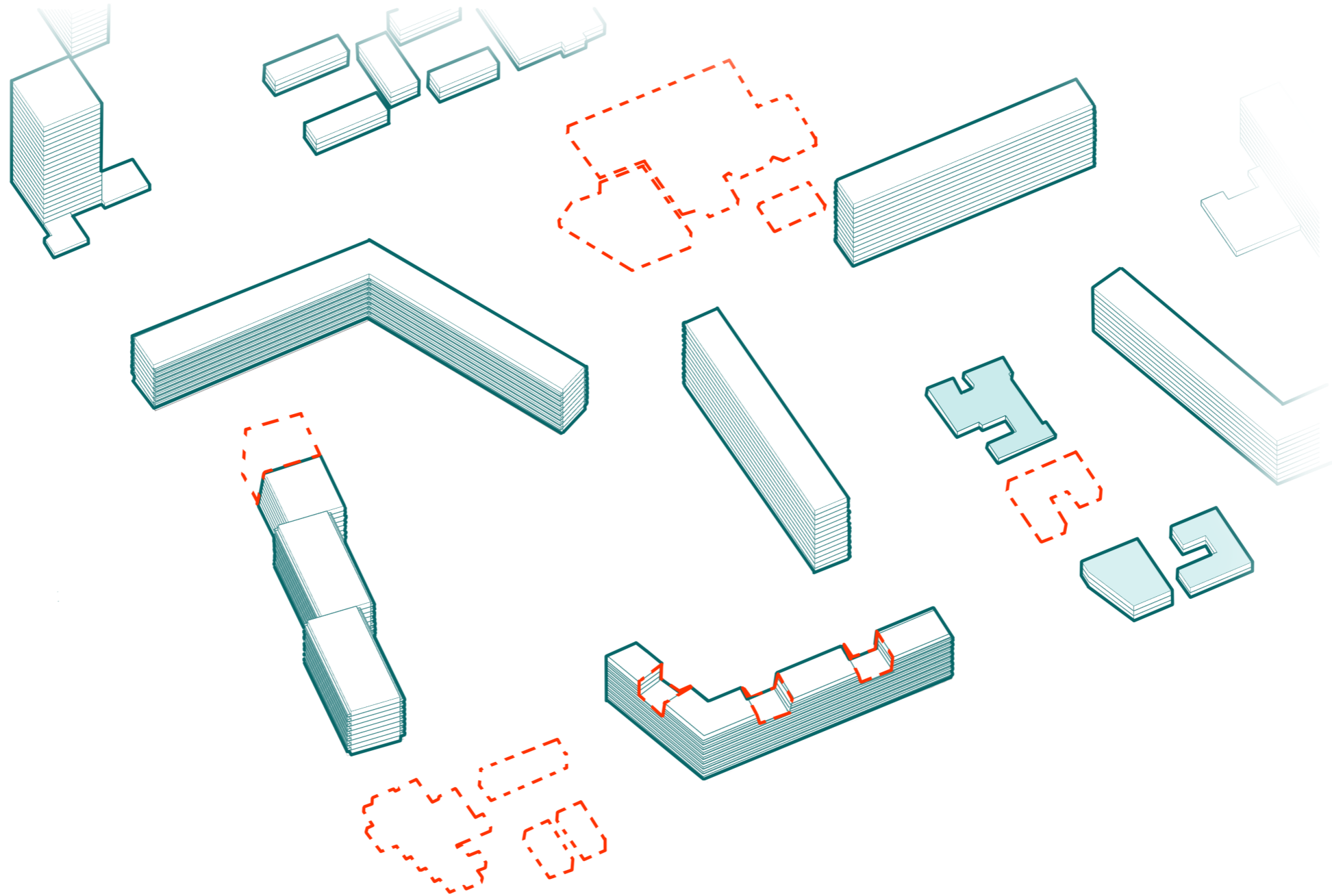
ZOOM IN: HUMAN SCALE EXPERIENCE



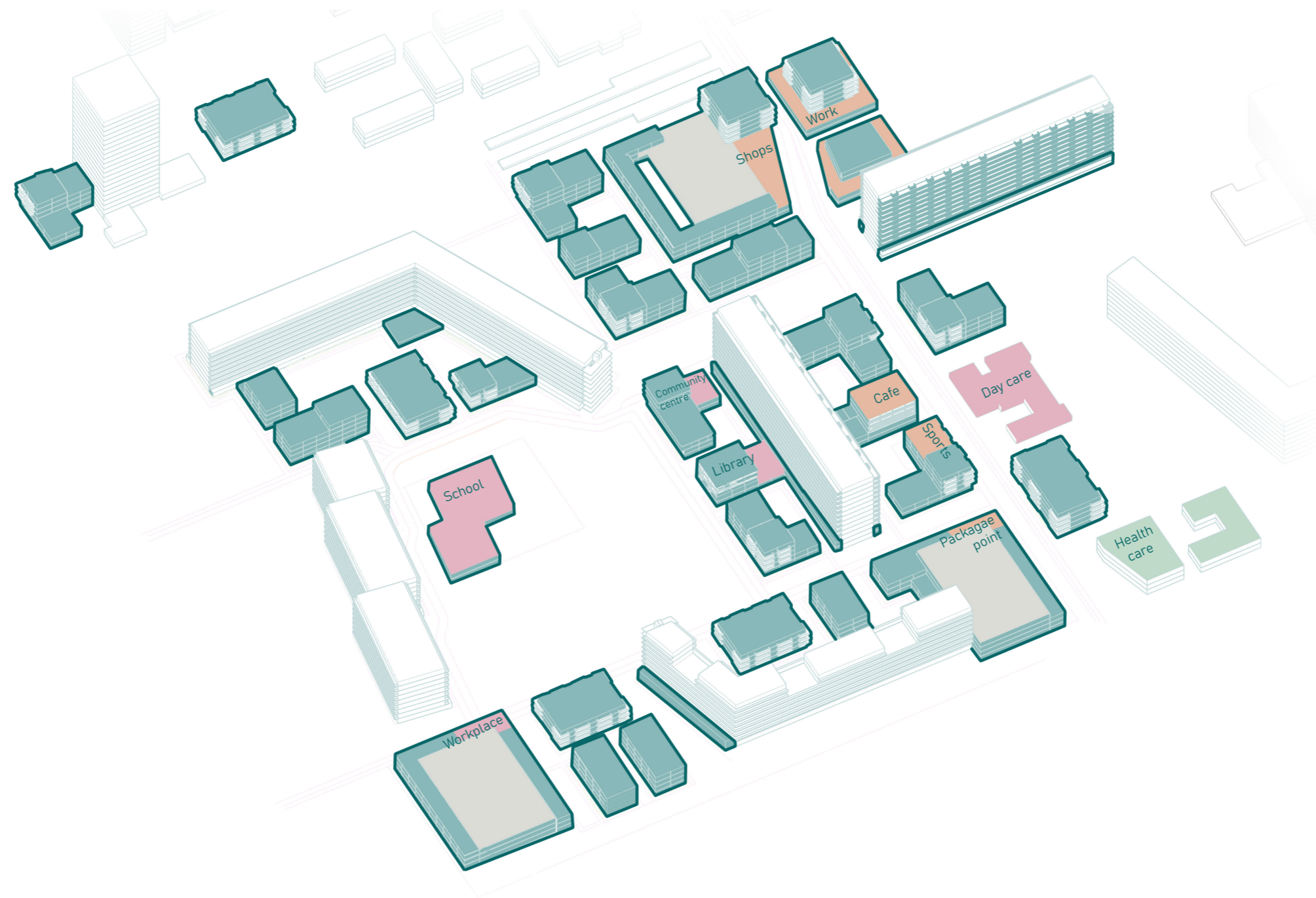
STATUS QUO



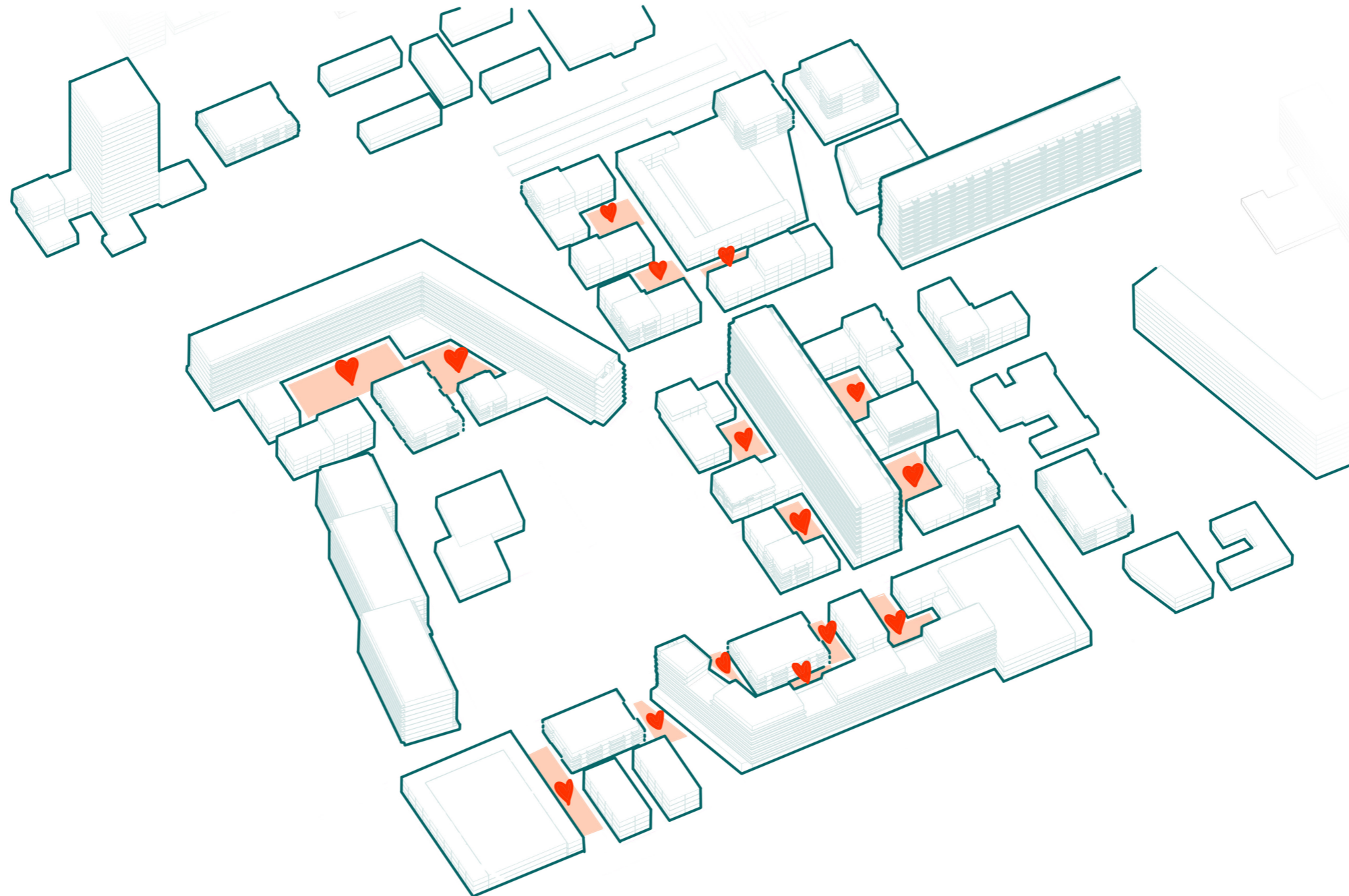
HERITAGE STRUCTURE



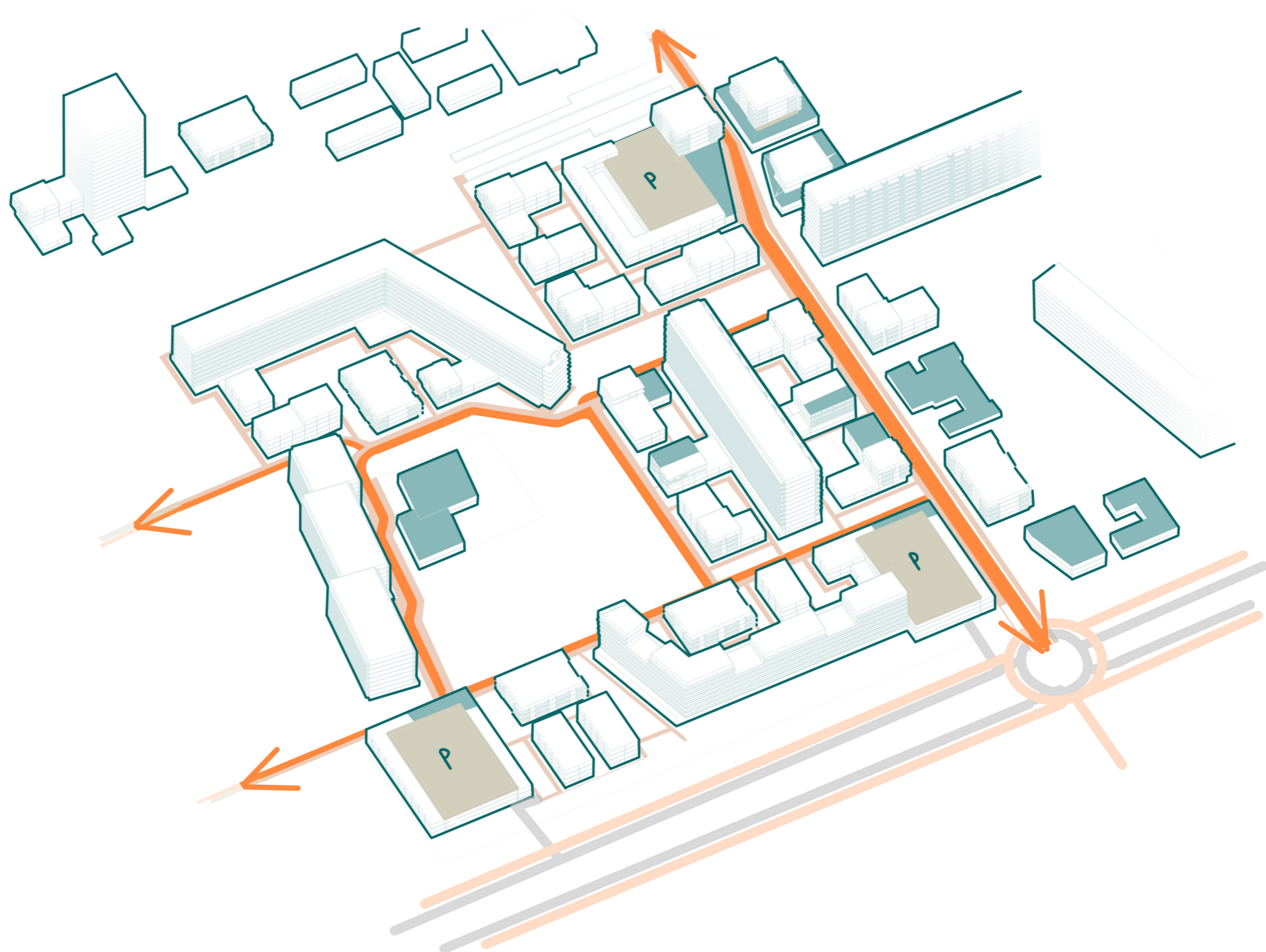
DENSIFICATION



SEMI-PRIVATE COURTYARDS



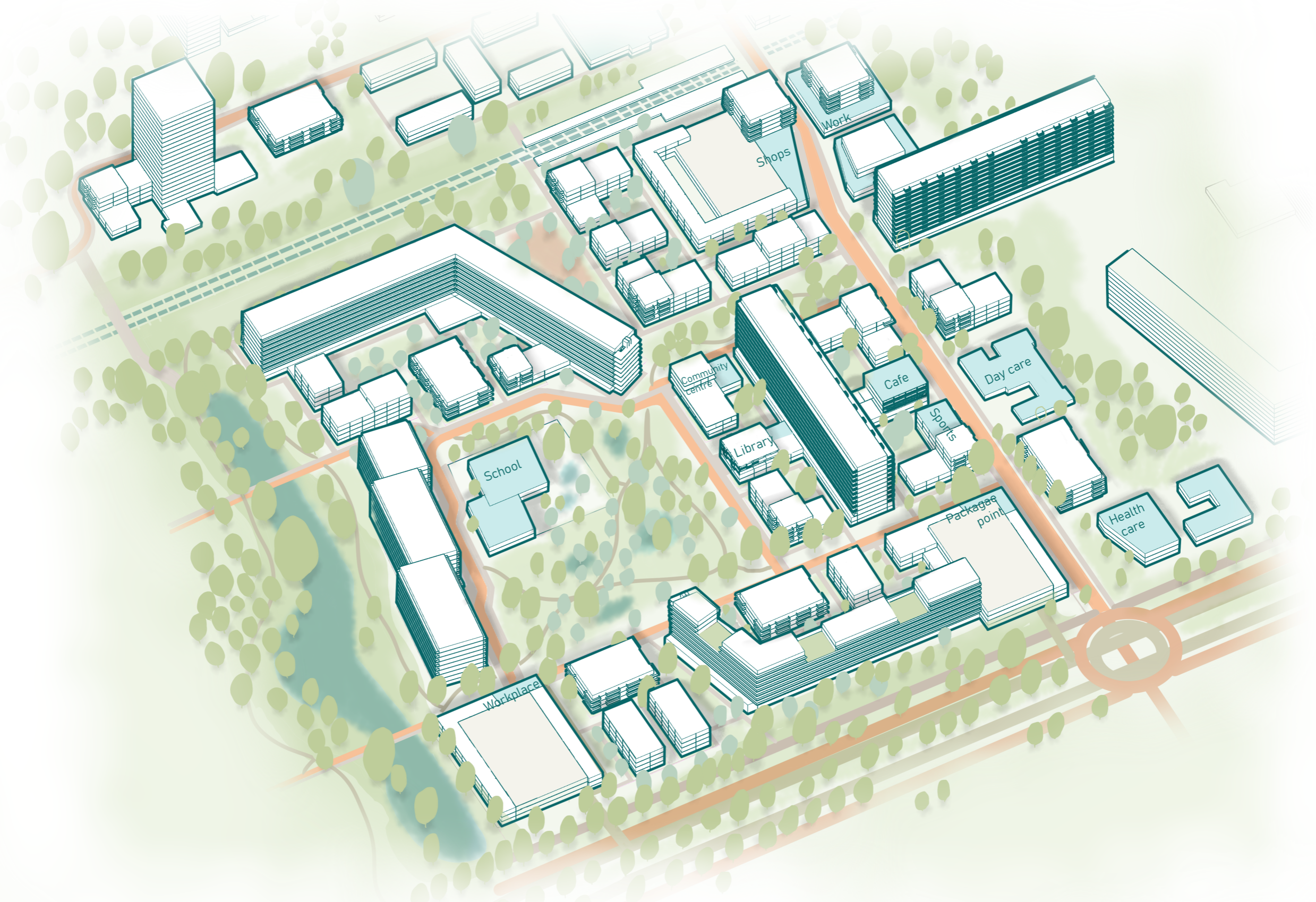
LEGIBLE ROUTING

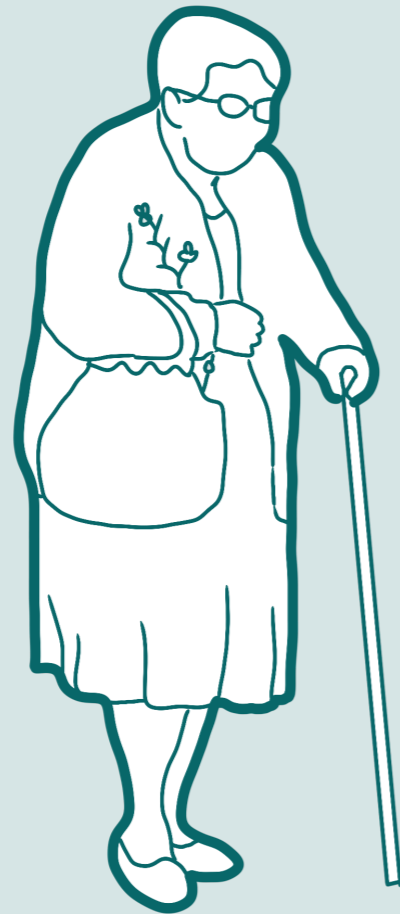


CONNECTED GREEN SPACES



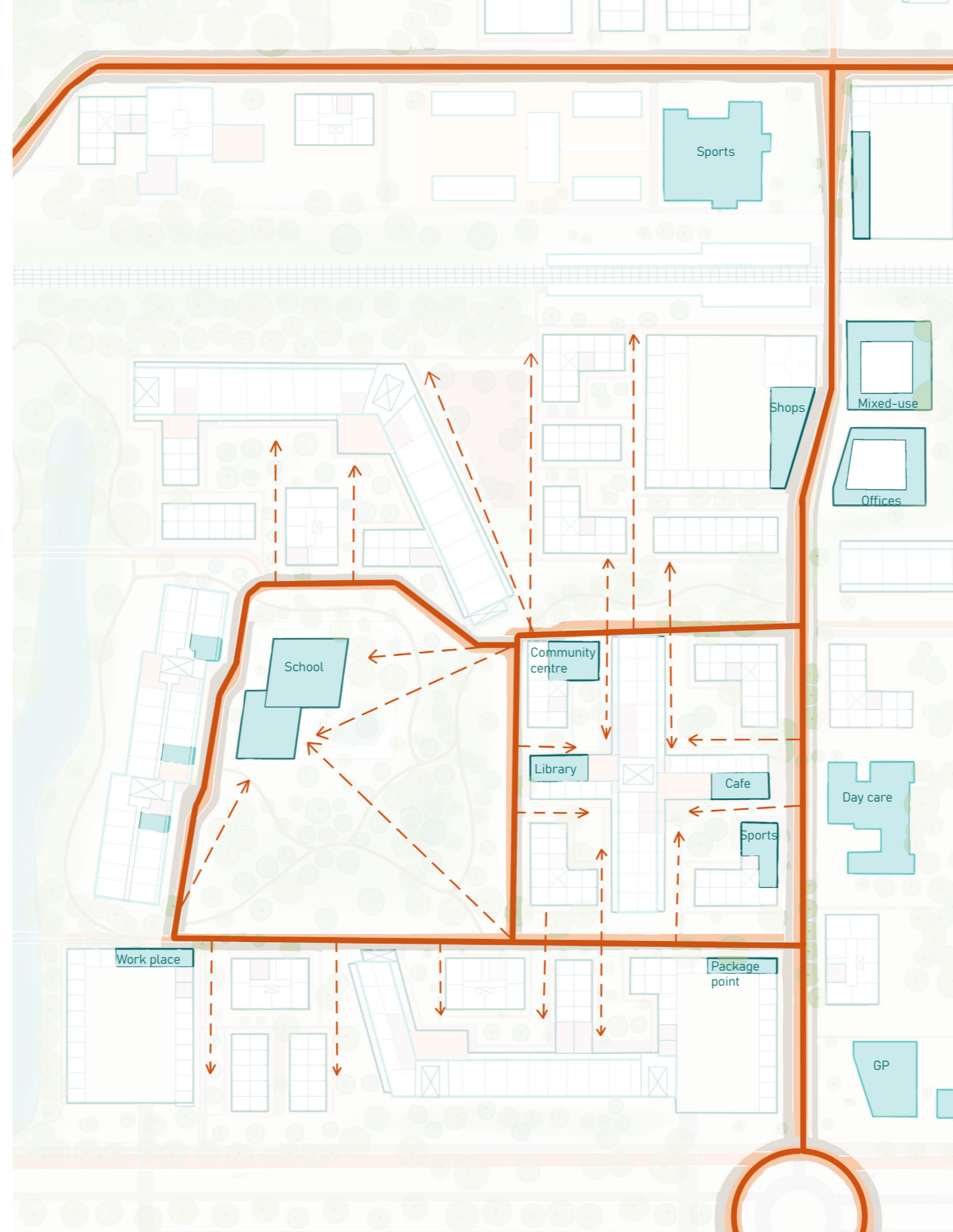
NEW PLAN





SAFE LOCAL ROUTING

SAFE LOCAL ROUTING



- Function
- Safe route
- Clear vision lines

0 25 50 m

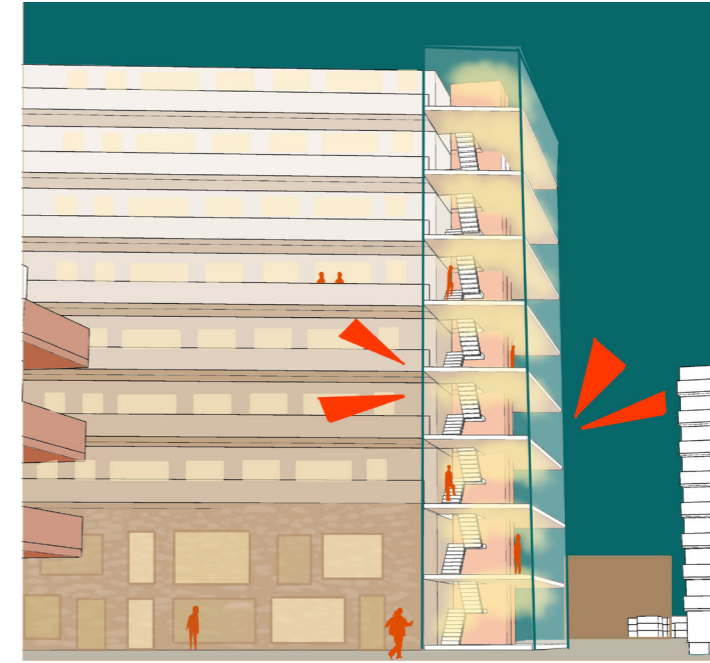
DESIGN INGREDIENTS



Living in the plinth



Functions at main route



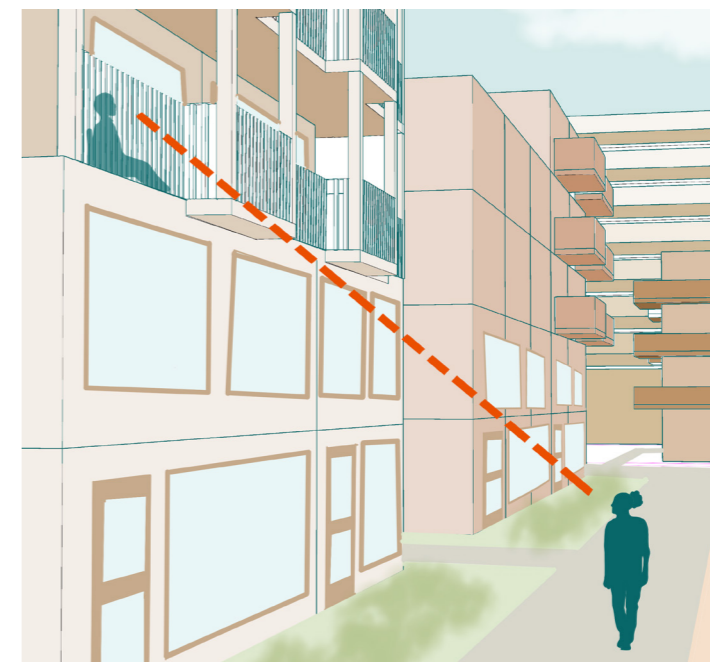
Visible entrances



Entrances along main route



Lighting for visibility and comfort



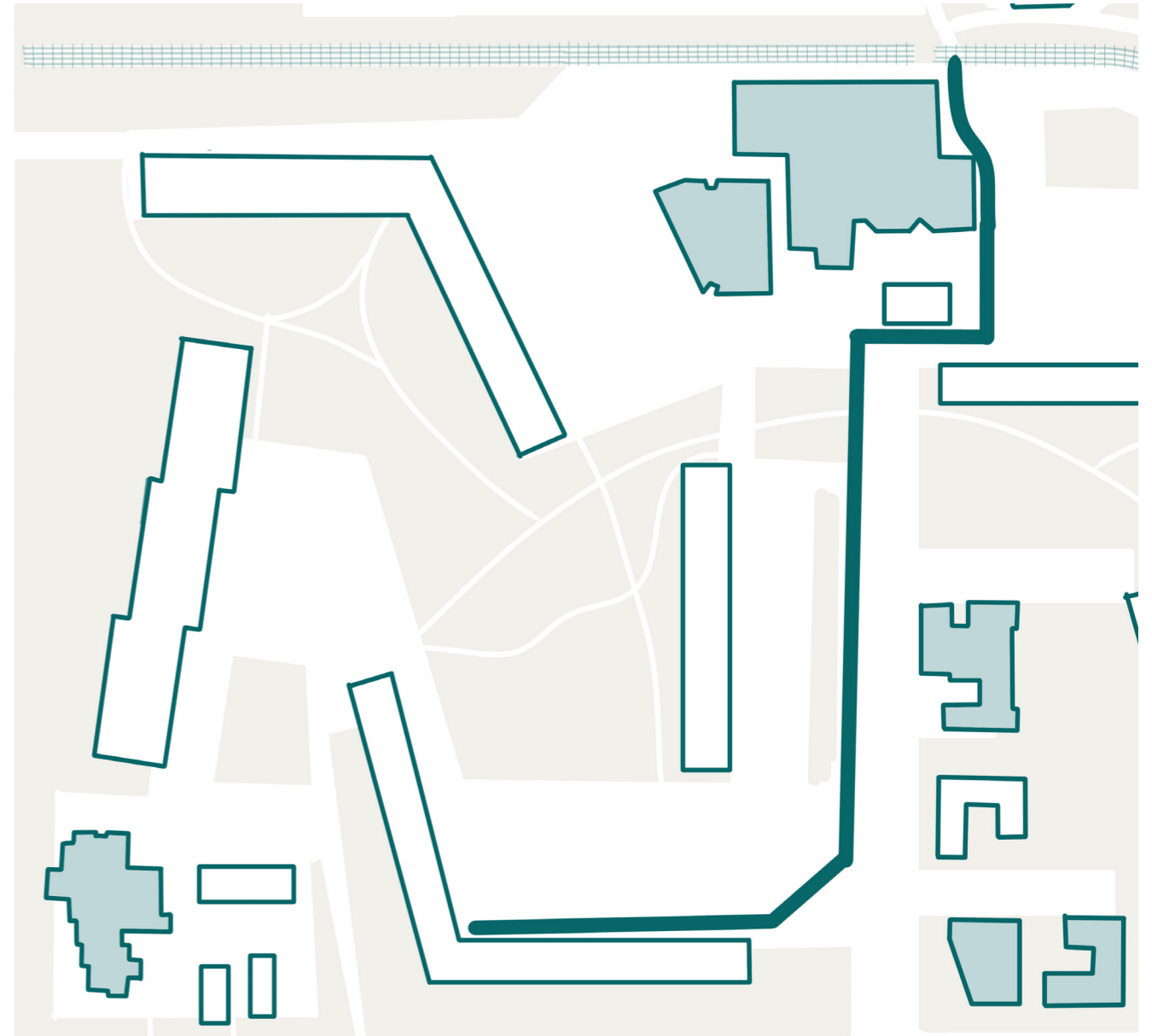
Open balcony edge

CURRENT ROUTING



Loes

"The route from the metro is anonymous and unpleasant."





SKVR









Supermarkt DROGISTERIJ

Café Restaurant











BUURTHUIS

SCHOOL





Bibliotheek

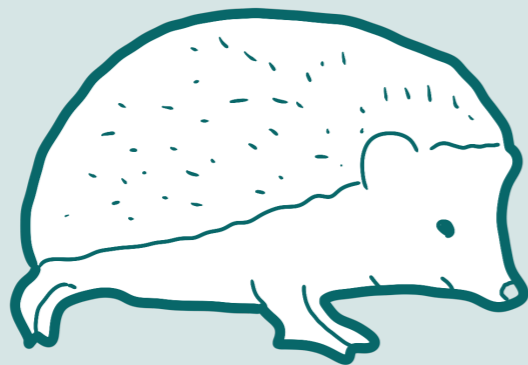


Bibliotheek



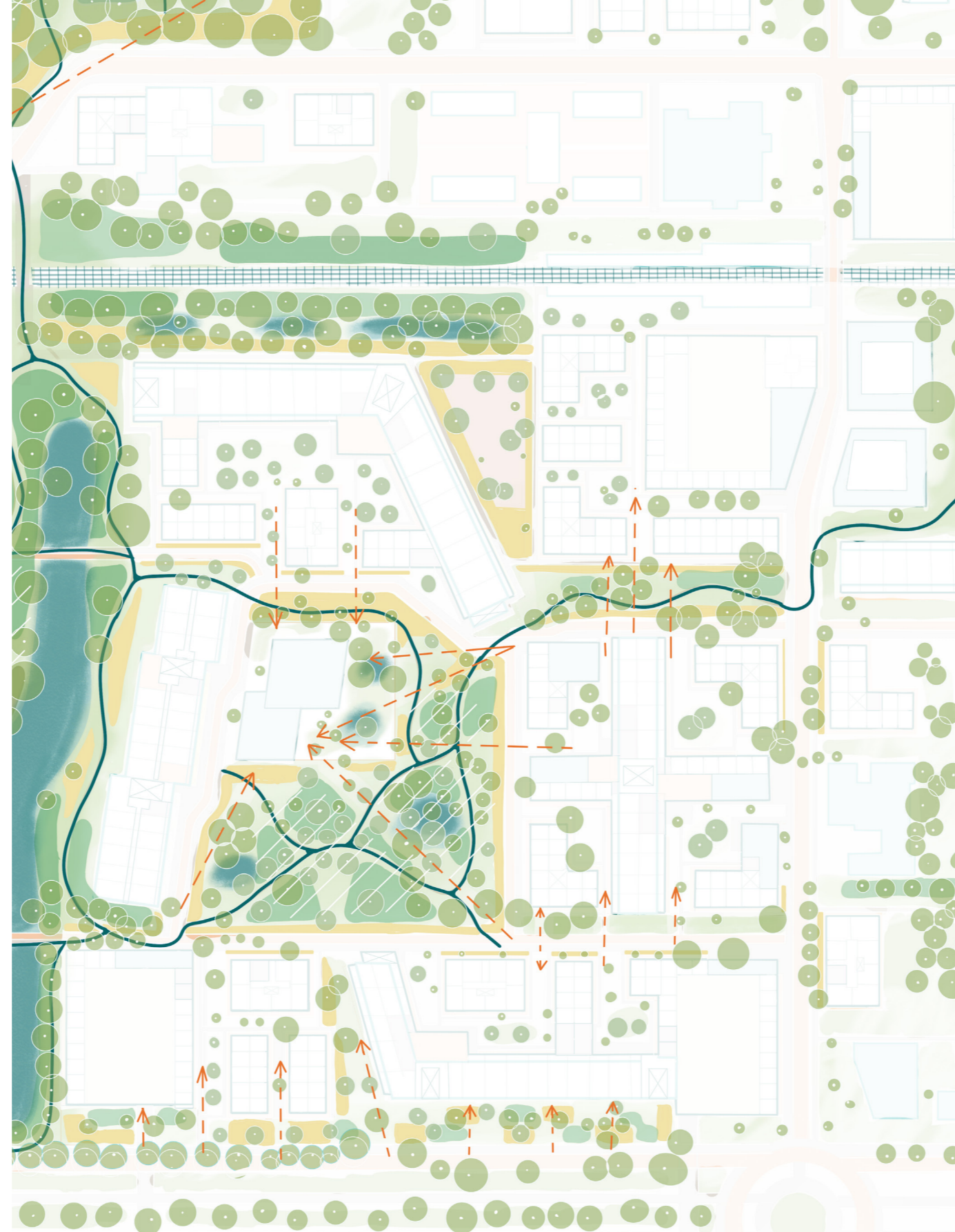






OPTIONAL ROUTING

OPTIONAL ROUTING



- Grass
- Dense vegetation
- Wild flowers and grasses
- Water
- Recreational route
- Clear vision lines
- Existing tree
- New tree



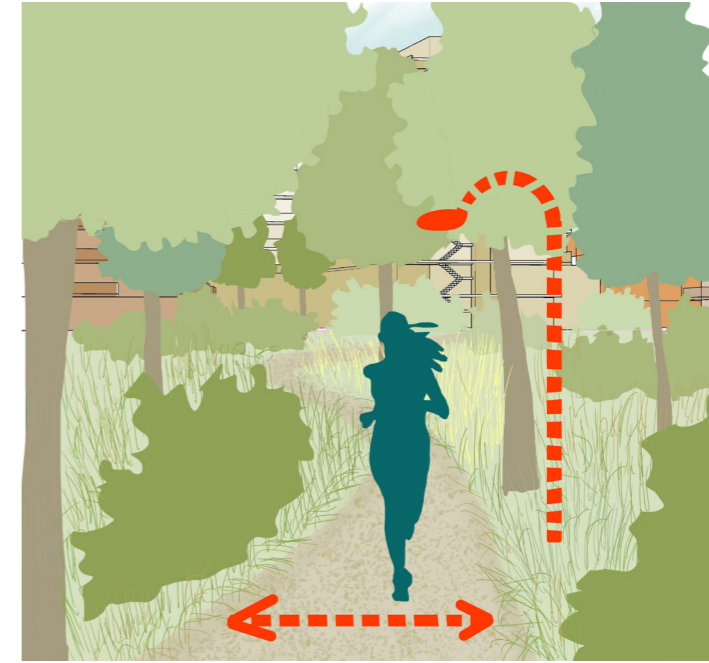
DESIGN INGREDIENTS



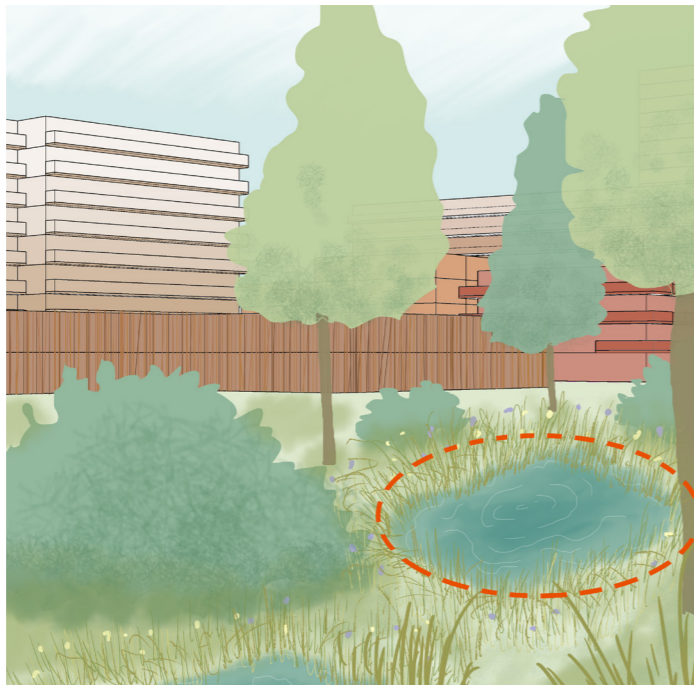
Clear vision lines



Low green on the edges



Gravel paving and no street lights



Wadi's for water retention



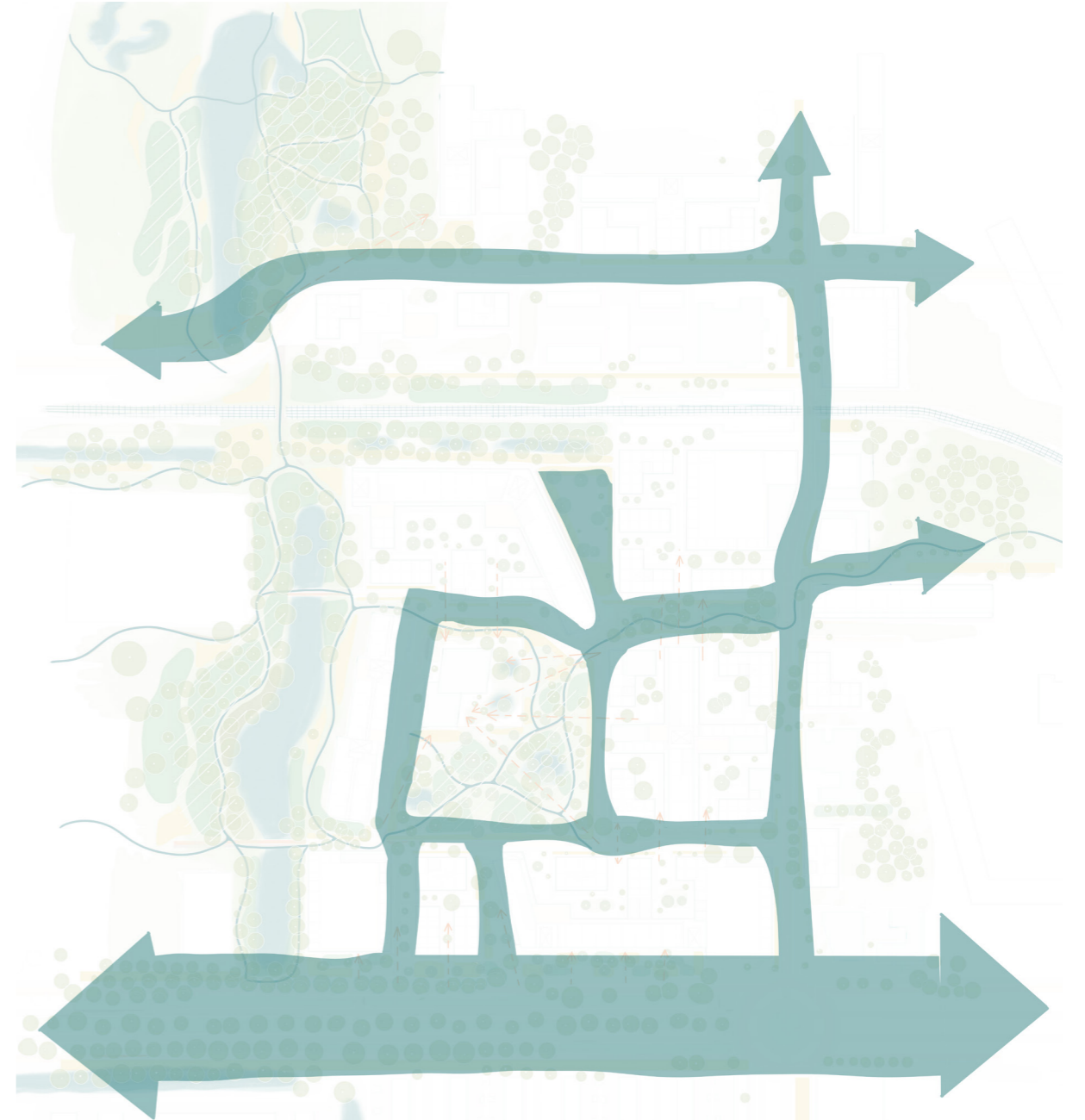
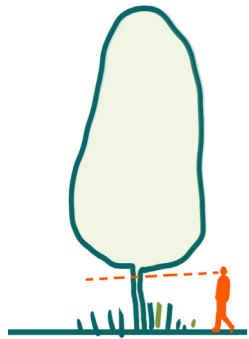
Areas where nature prevails



Ecological school square

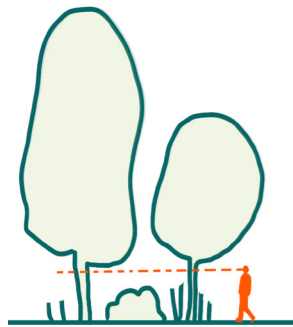
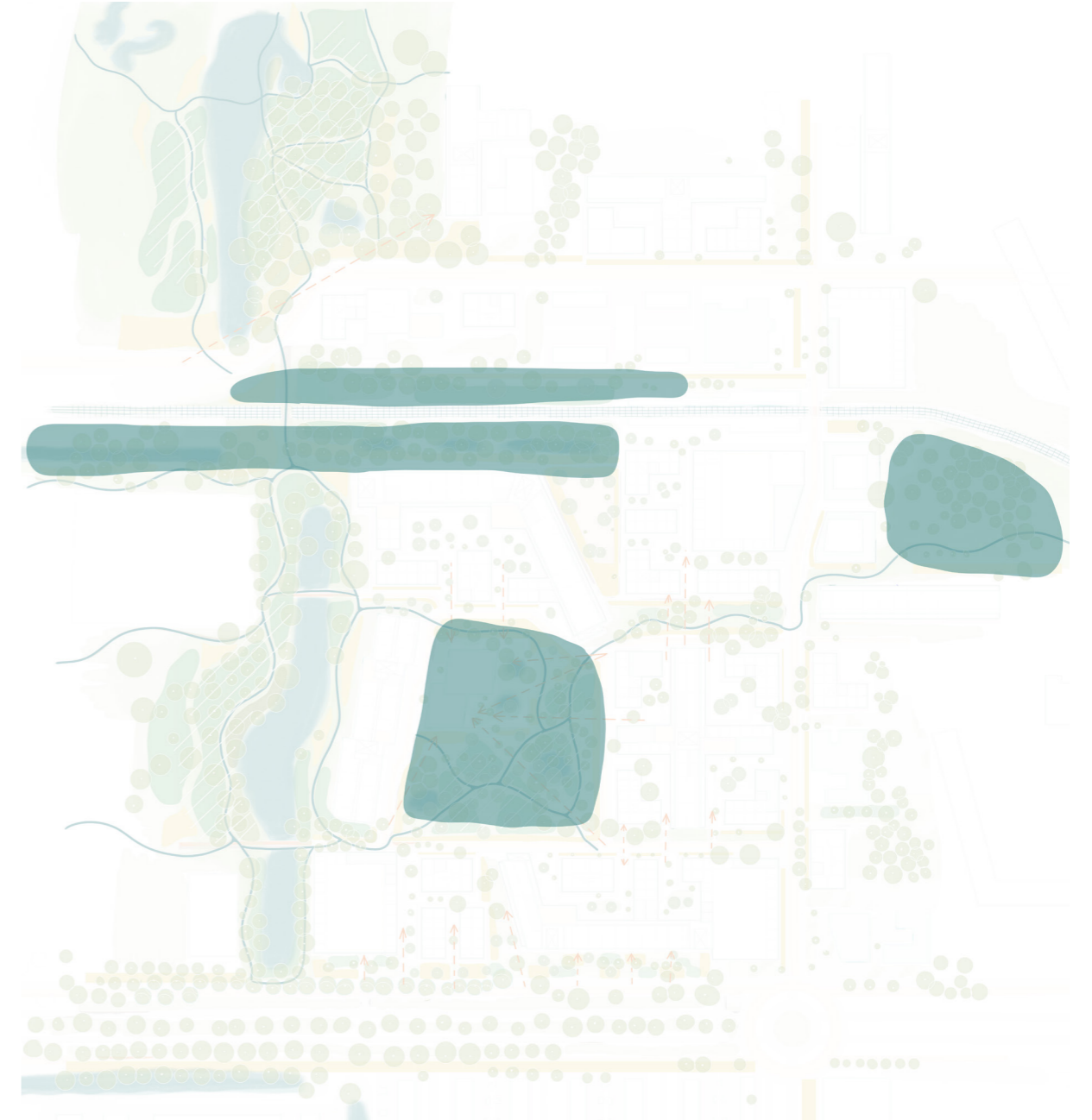
3 ZONES OF GREEN

1. Safety-Oriented



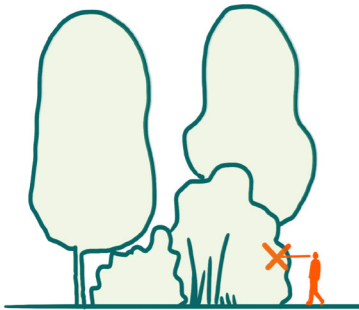
3 ZONES OF GREEN

2. Integrated Eology with Safety



3 ZONES OF GREEN

3. Ecology-Oriented



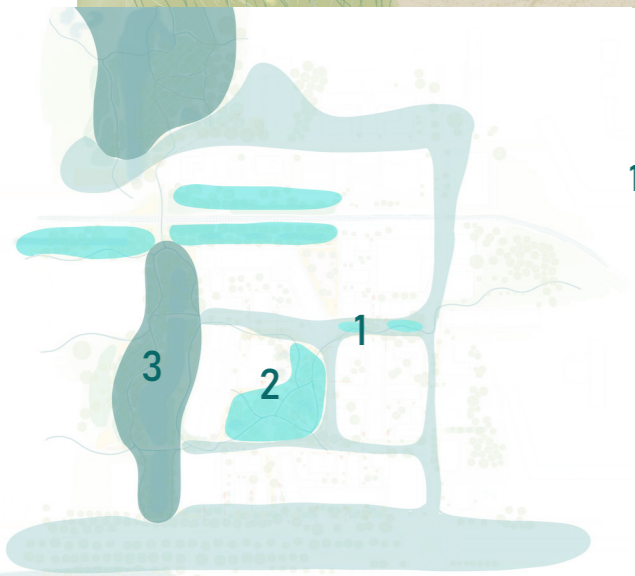
1. Safety-Oriented



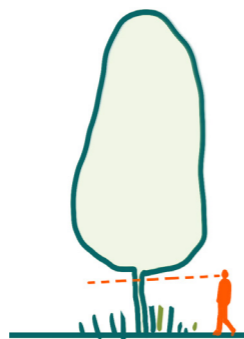
2. Integrated Ecology with Safety



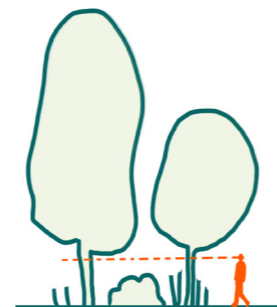
3. Ecology-Oriented



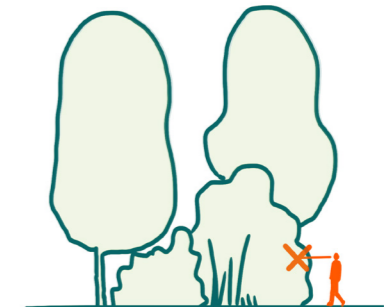
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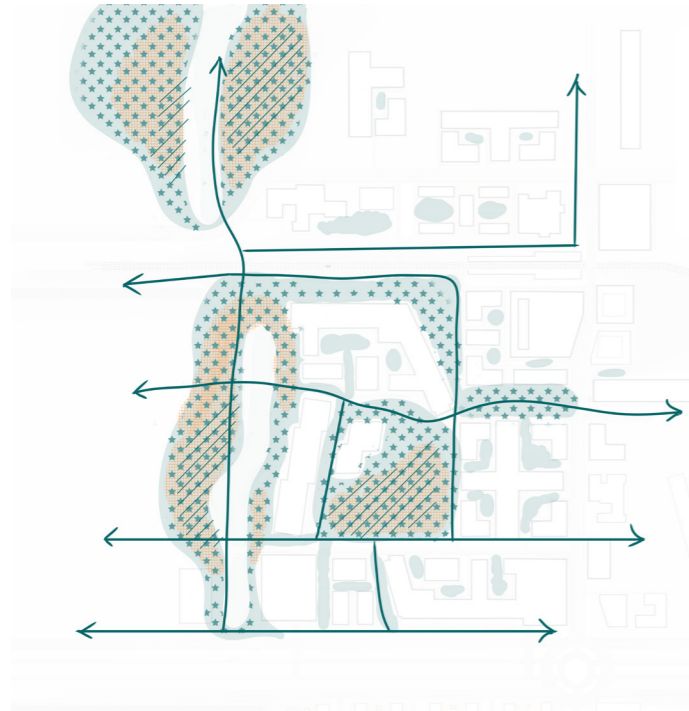
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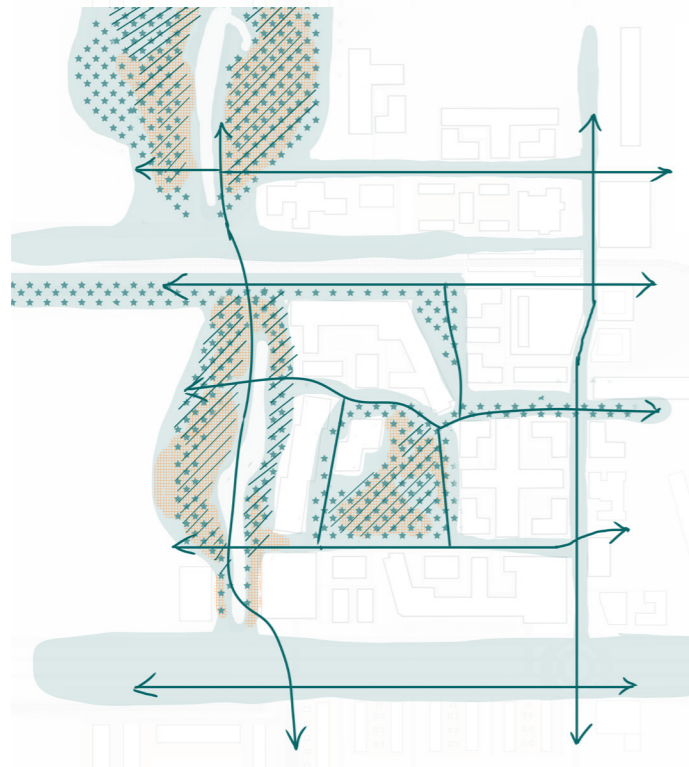
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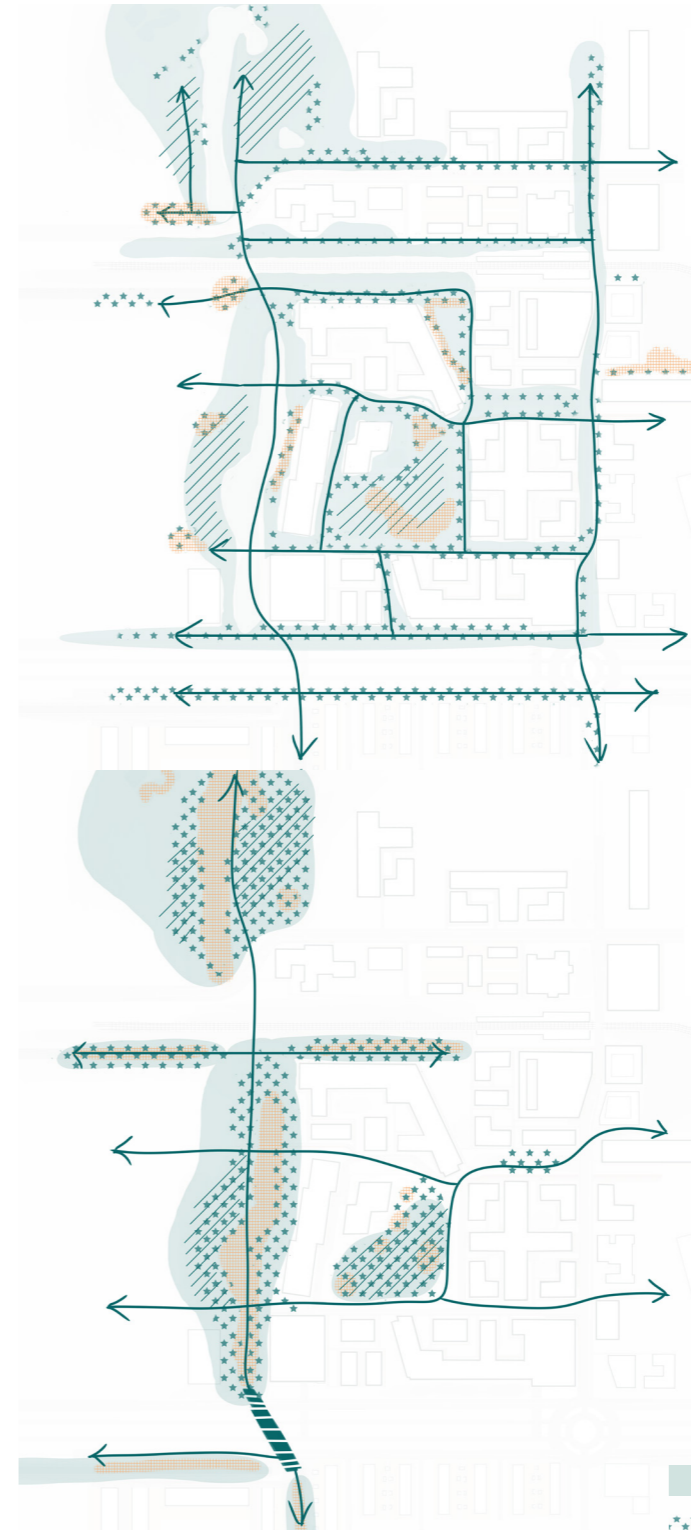
FOCUS SPECIES 4V'S



Hedgehog



Song Thrush



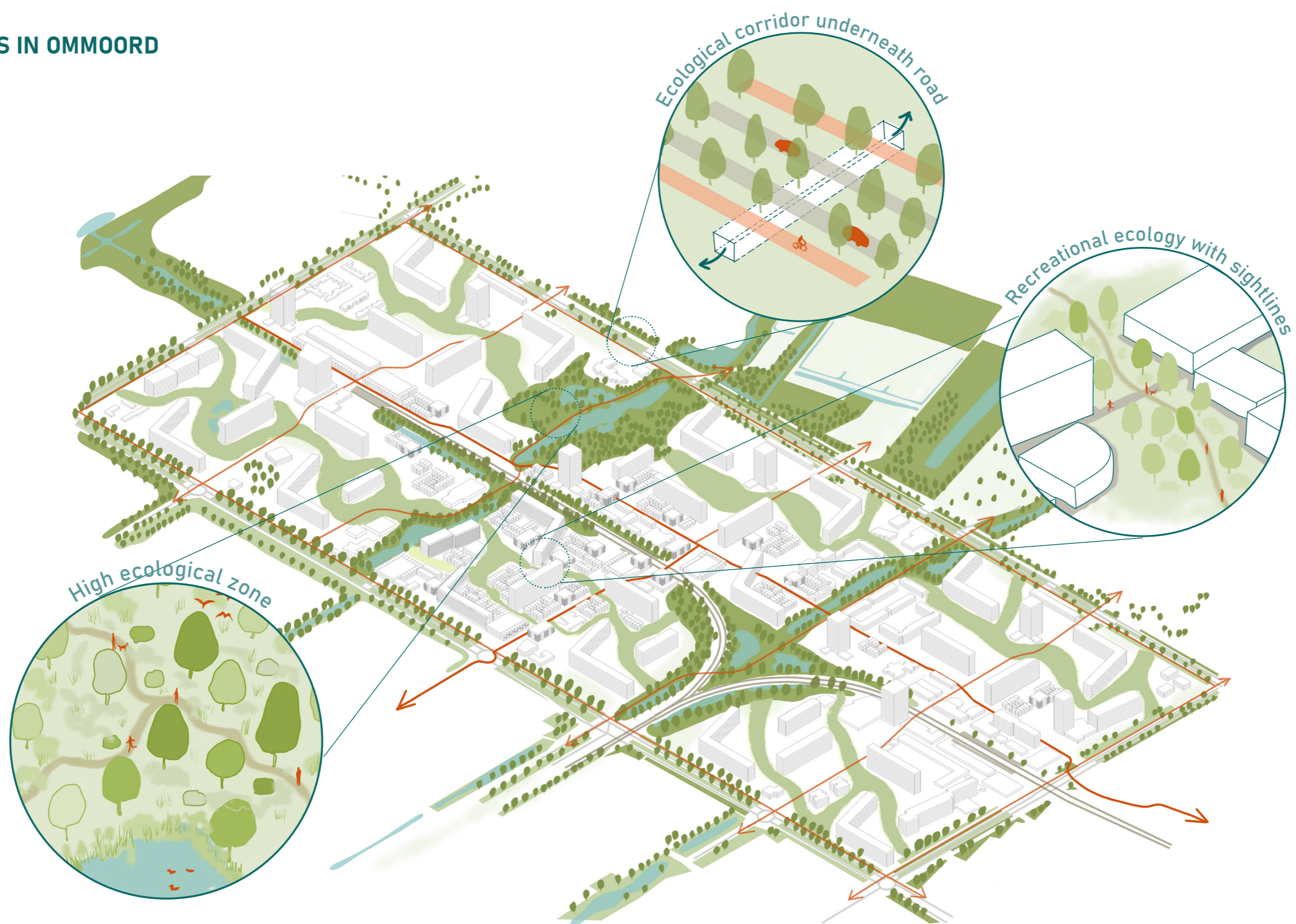
Wild Bee



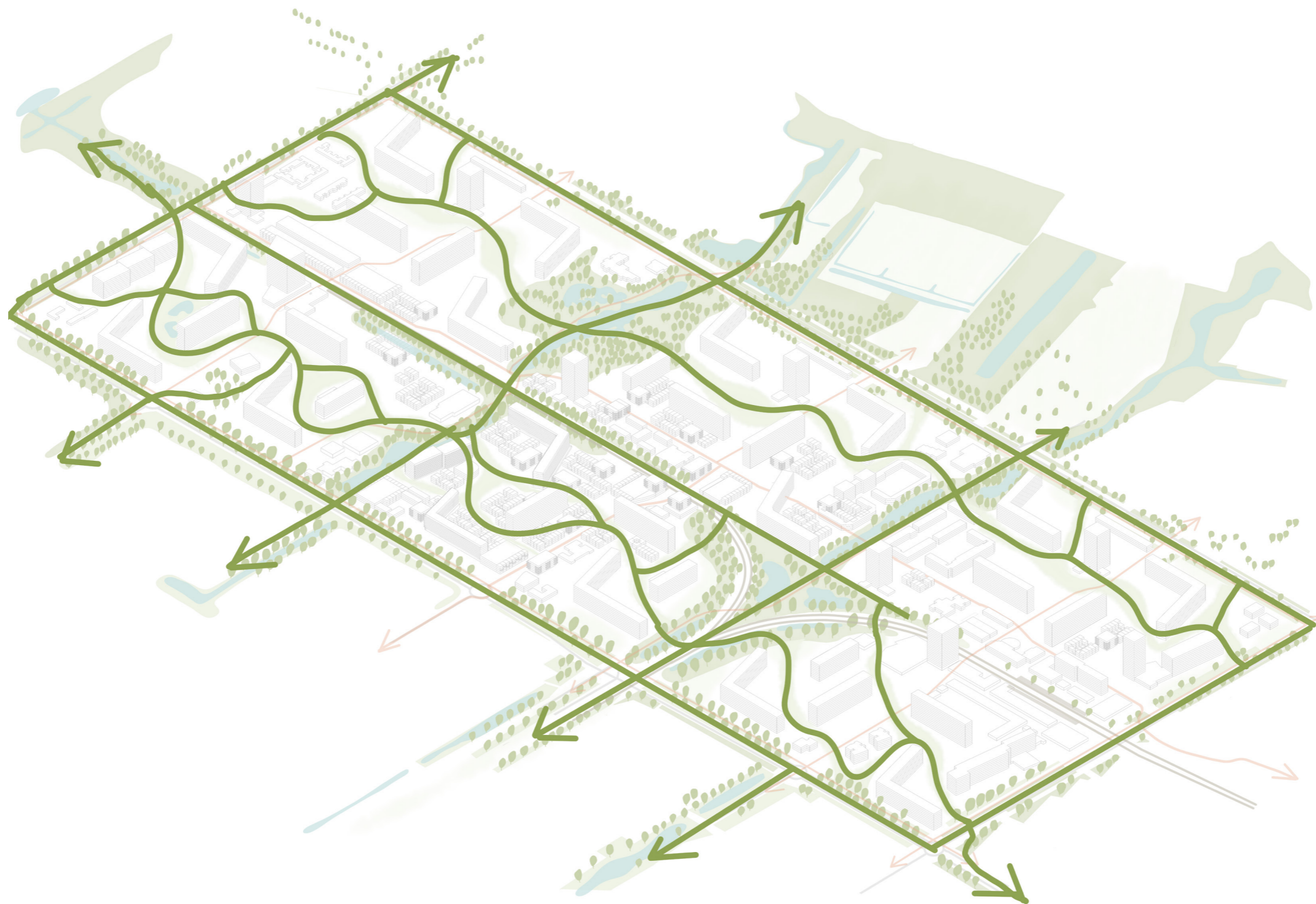
Common Toad

Habitat
 Reproduction
 Connectivity
 Food
 No disturbance, safety

GREEN CORRIDORS IN OMMOORD

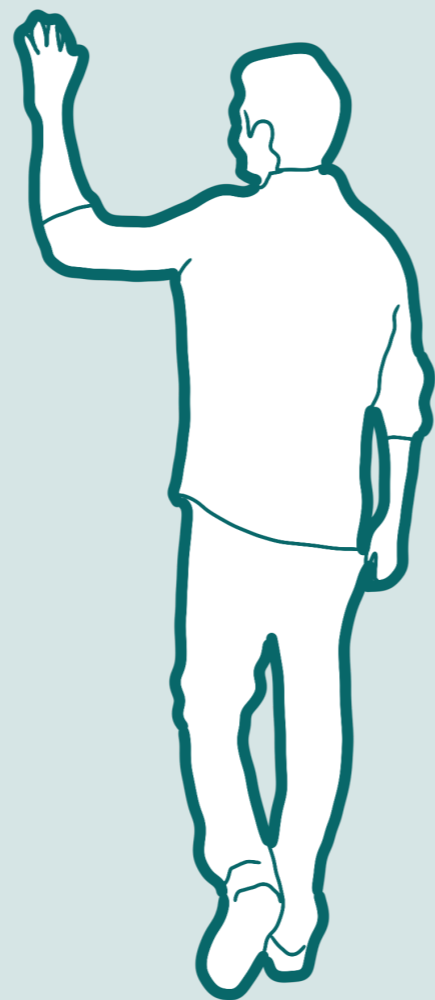
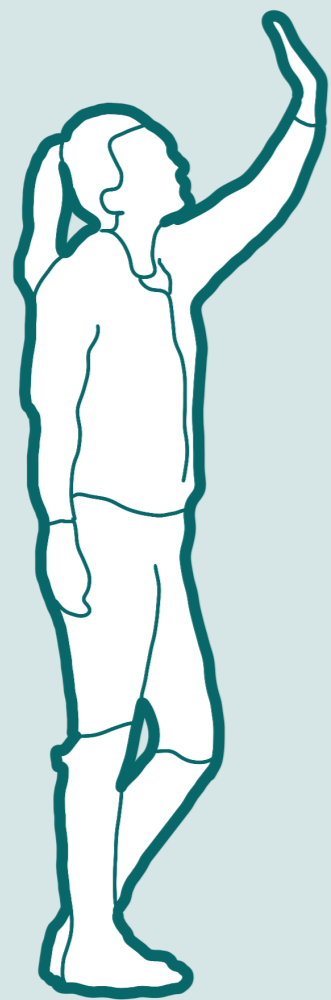


GREEN CORRIDORS IN OMMOORD



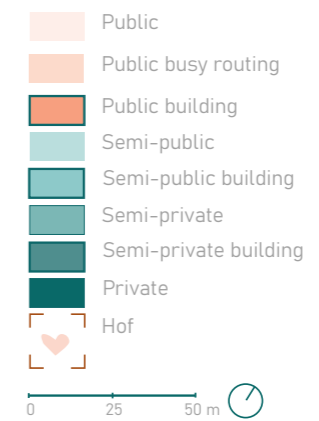
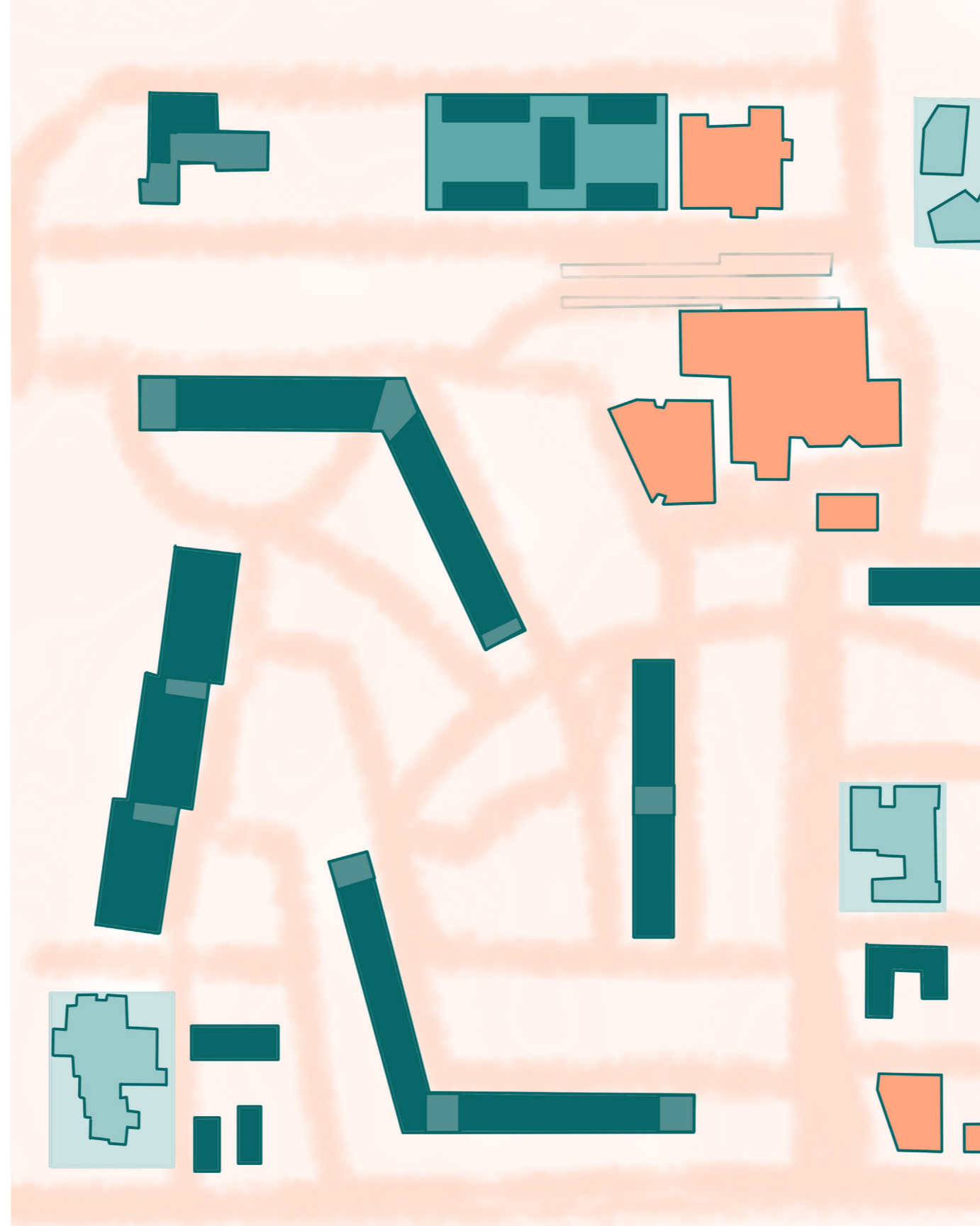
REGIONAL GREEN CONNECTION



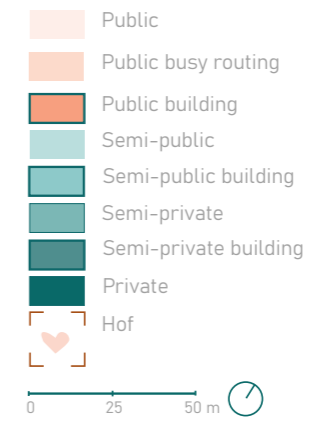
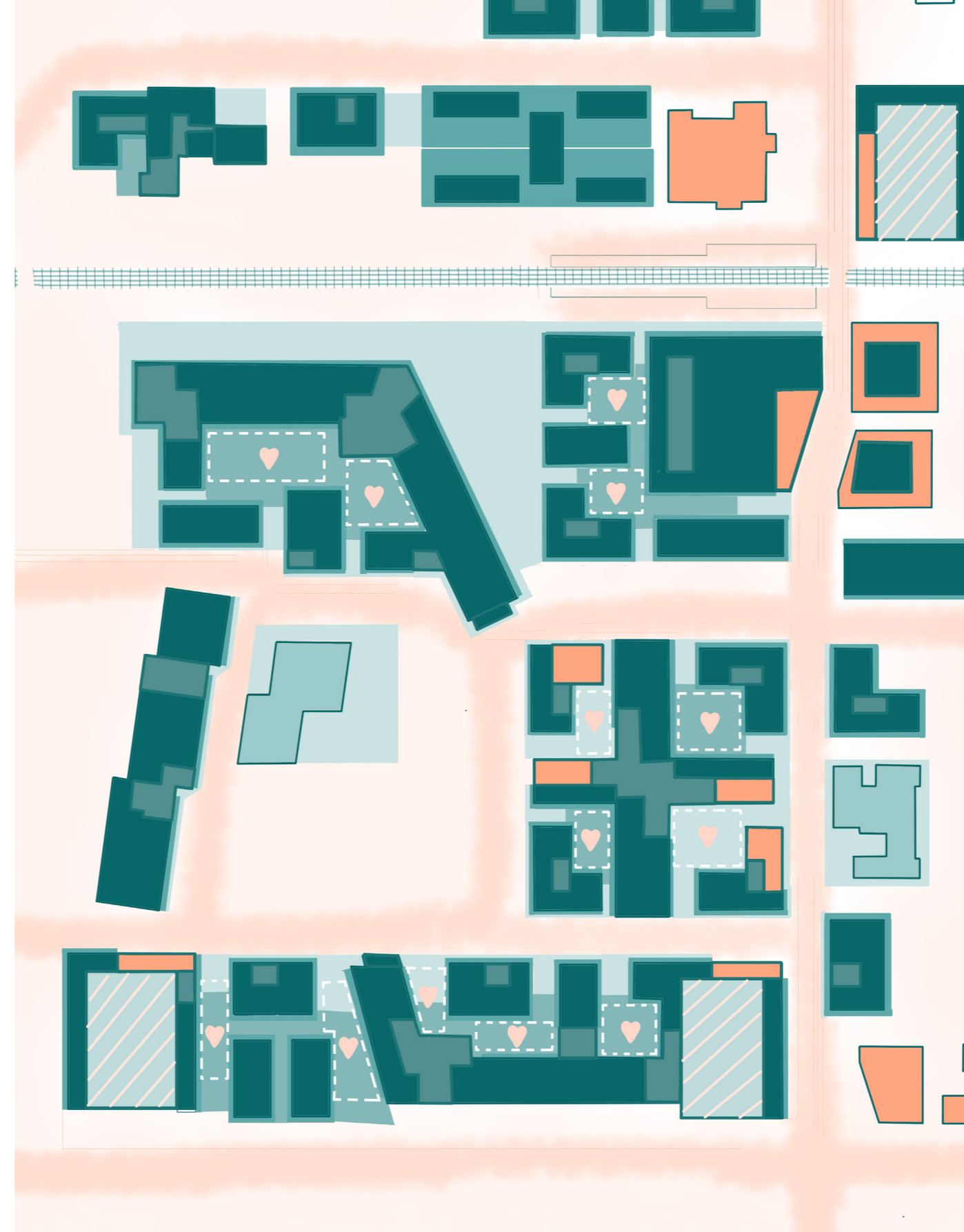


SOCIALISING

HARSH TRANSITION PUBLIC TO PRIVATE



SOFT TRANSITION PUBLIC TO PRIVATE



DESIGN INGREDIENTS



Transition plinth (private) to hof (semi-private)



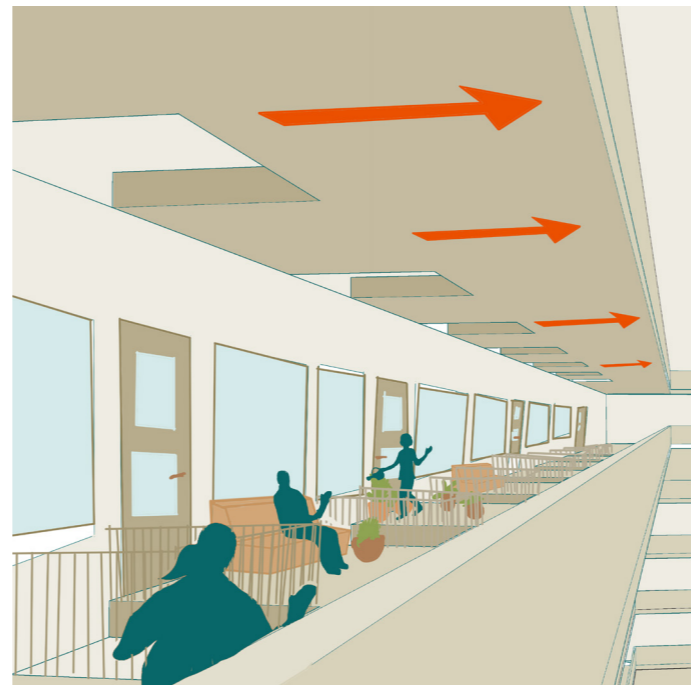
Transition plinth (private) to street (semi-public)



Transition new build (private) to hof (semi-private)



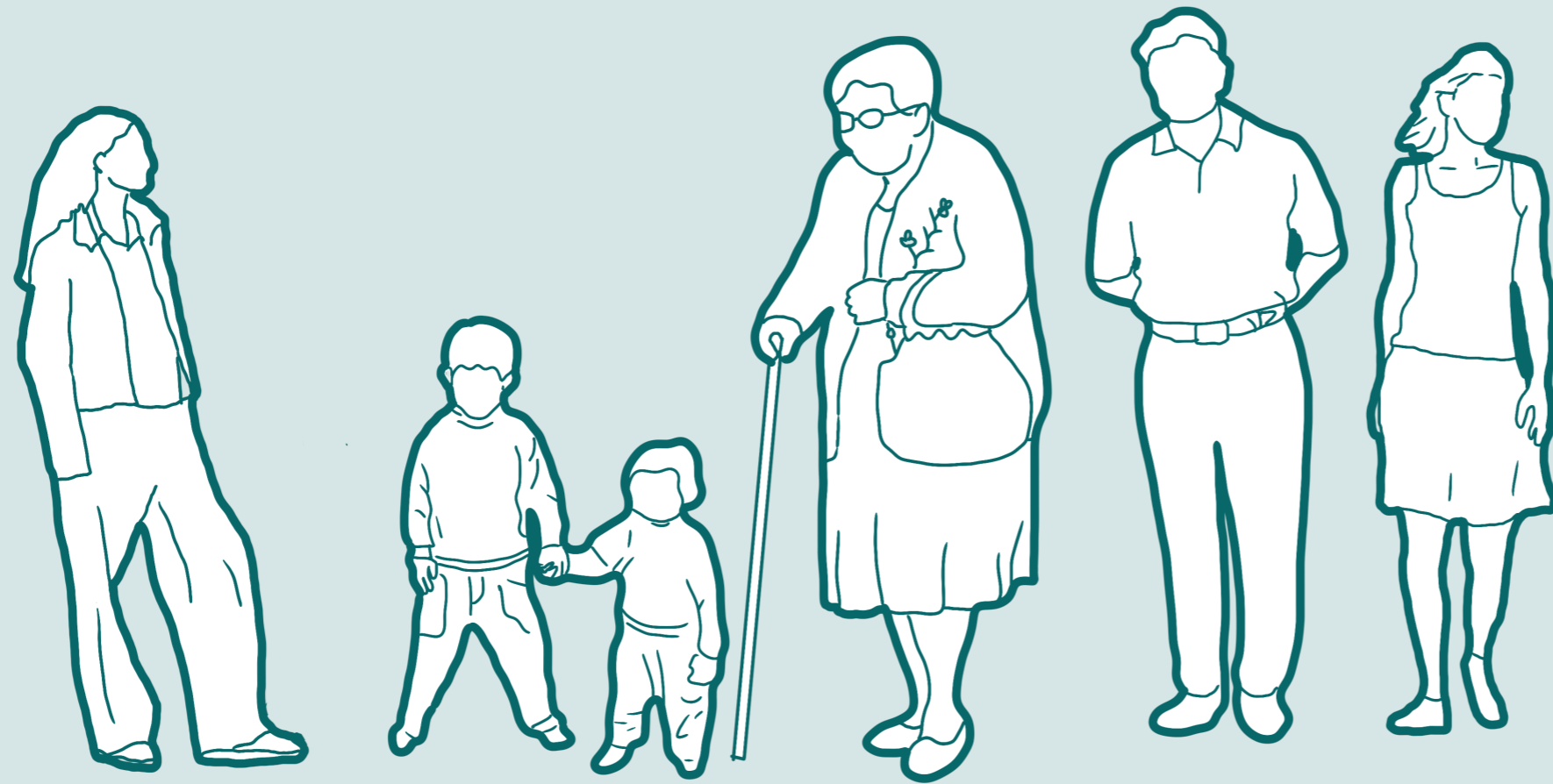
Transition new build (private) to street (semi-public)



Transition houses flat (private) to gallery (semi-private)

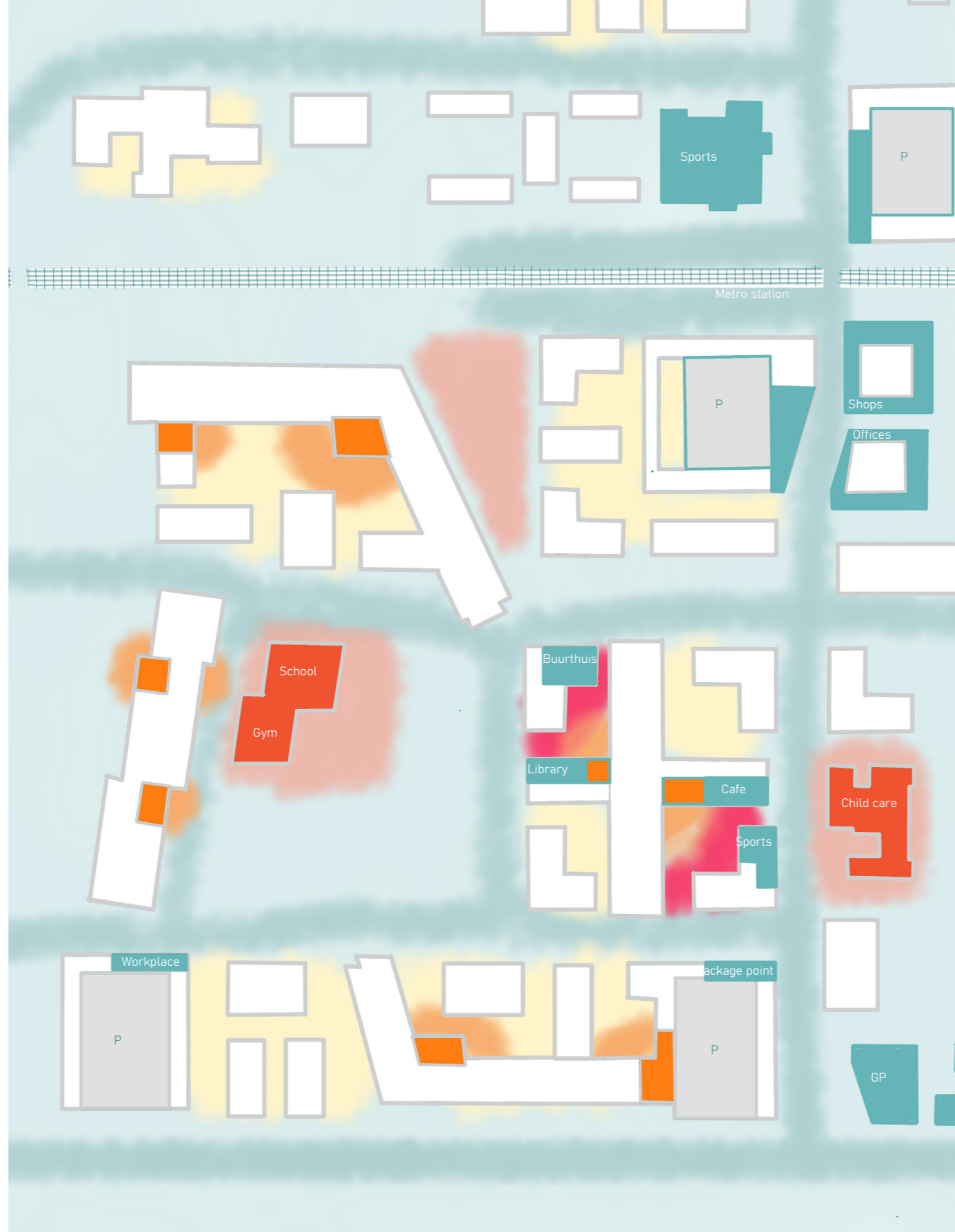


Transition new build (private) to main route (public)



STAYING

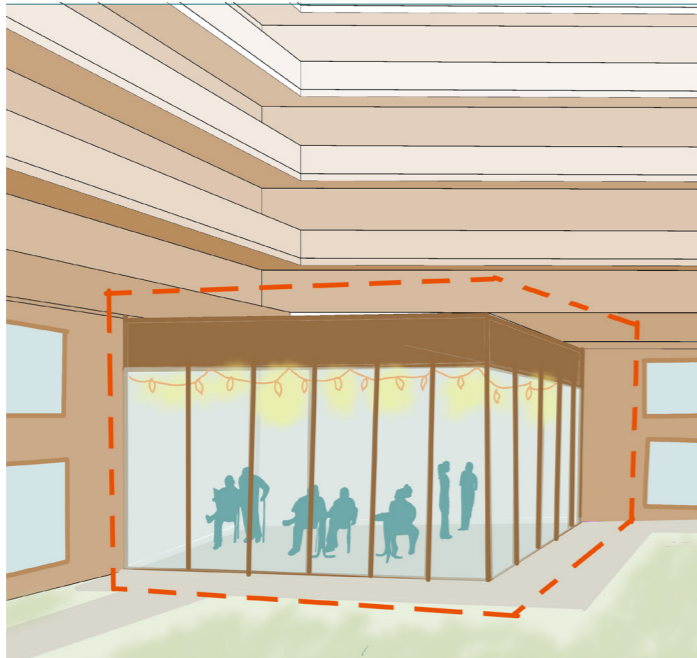
TARGET GROUP SPECIFIC DESIGN



- Public space
- Public building
- Young children public space
- Local residents public space
- Flat residents public space
- Flat residents room
- Space for girls



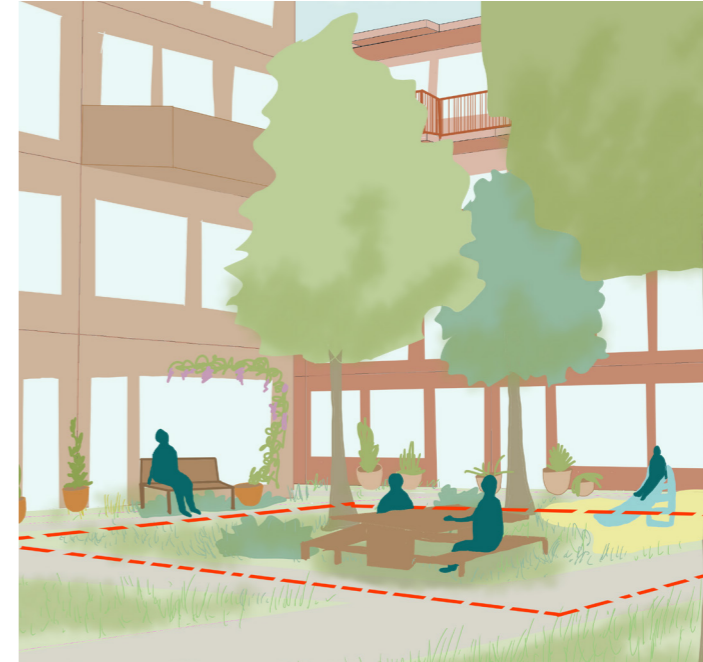
DESIGN INGREDIENTS



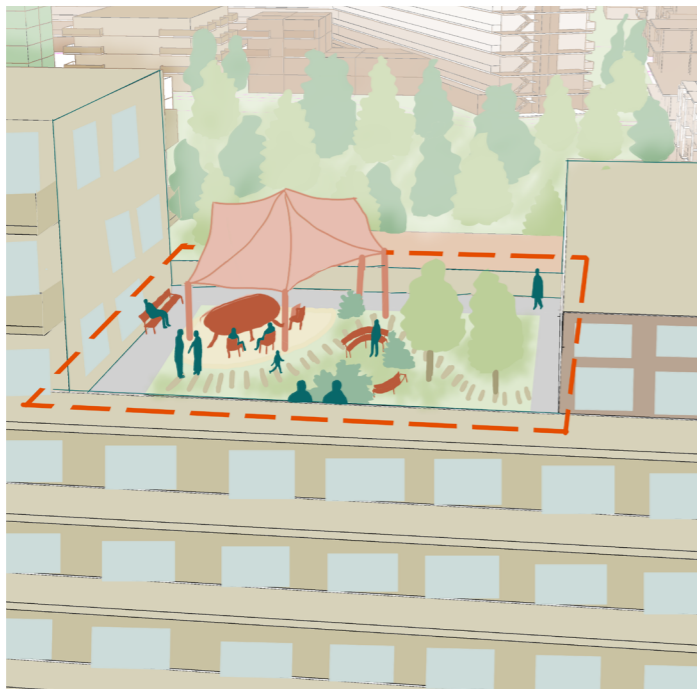
Flat residents common room



Shopping and other functions street



Hof for direct residents



Roof top garden for flat residents

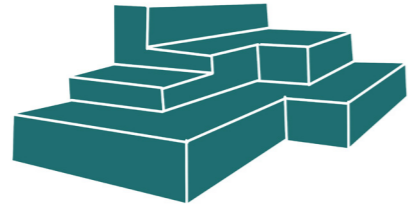


Playground

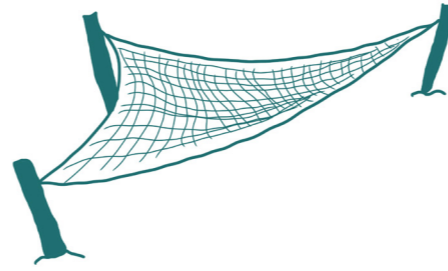


Space for teenagers

DESIGN FOR GIRLS



Stairs seating for good overview

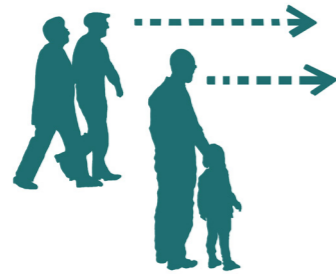


Chill spaces



Good atmosphere

Nice looking



Social surveillance for safety



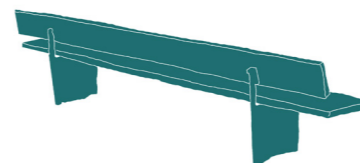
Nest swing



Public toilet



Round seating for better conversation



Seating with back support

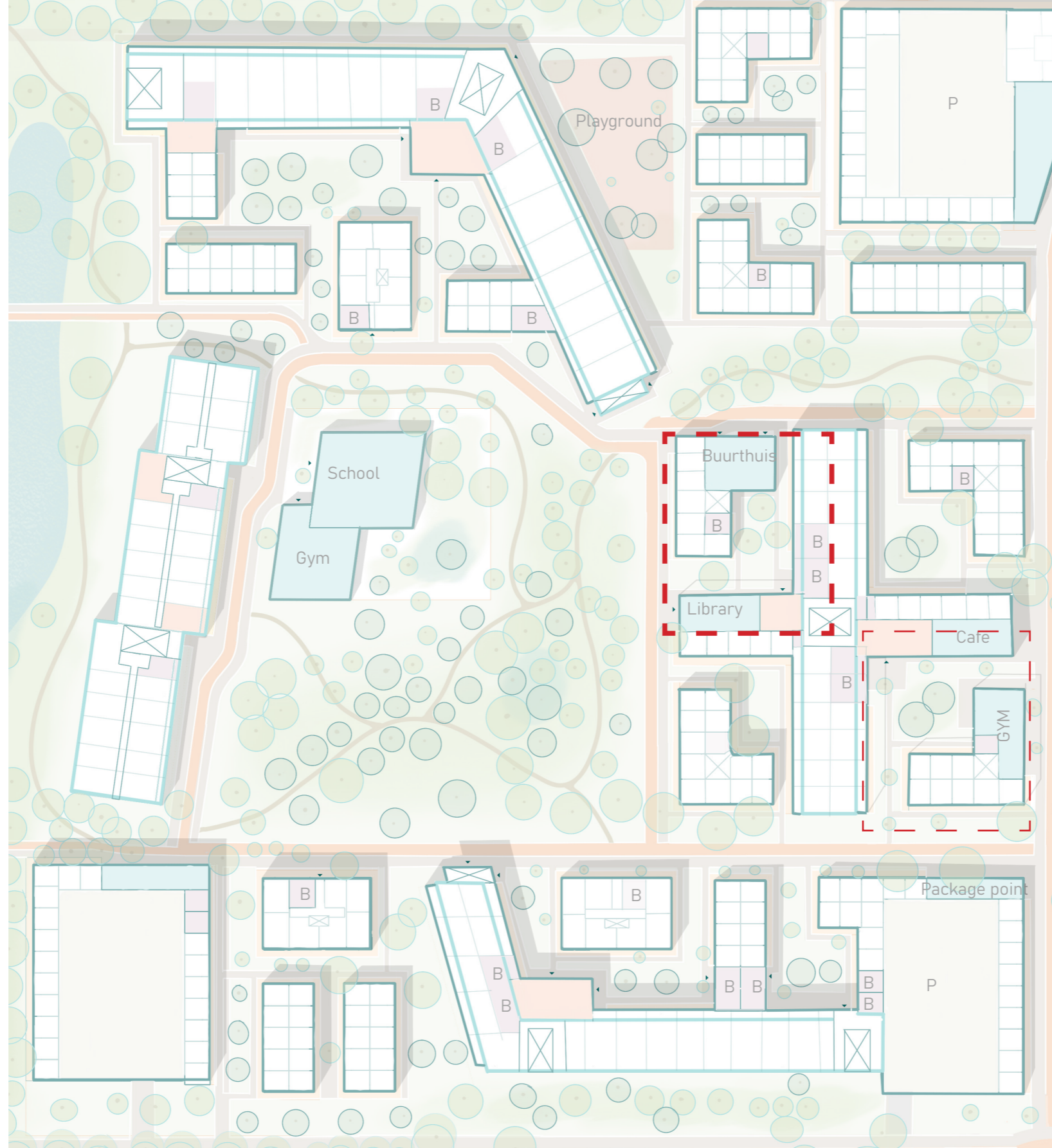


Well-maintained

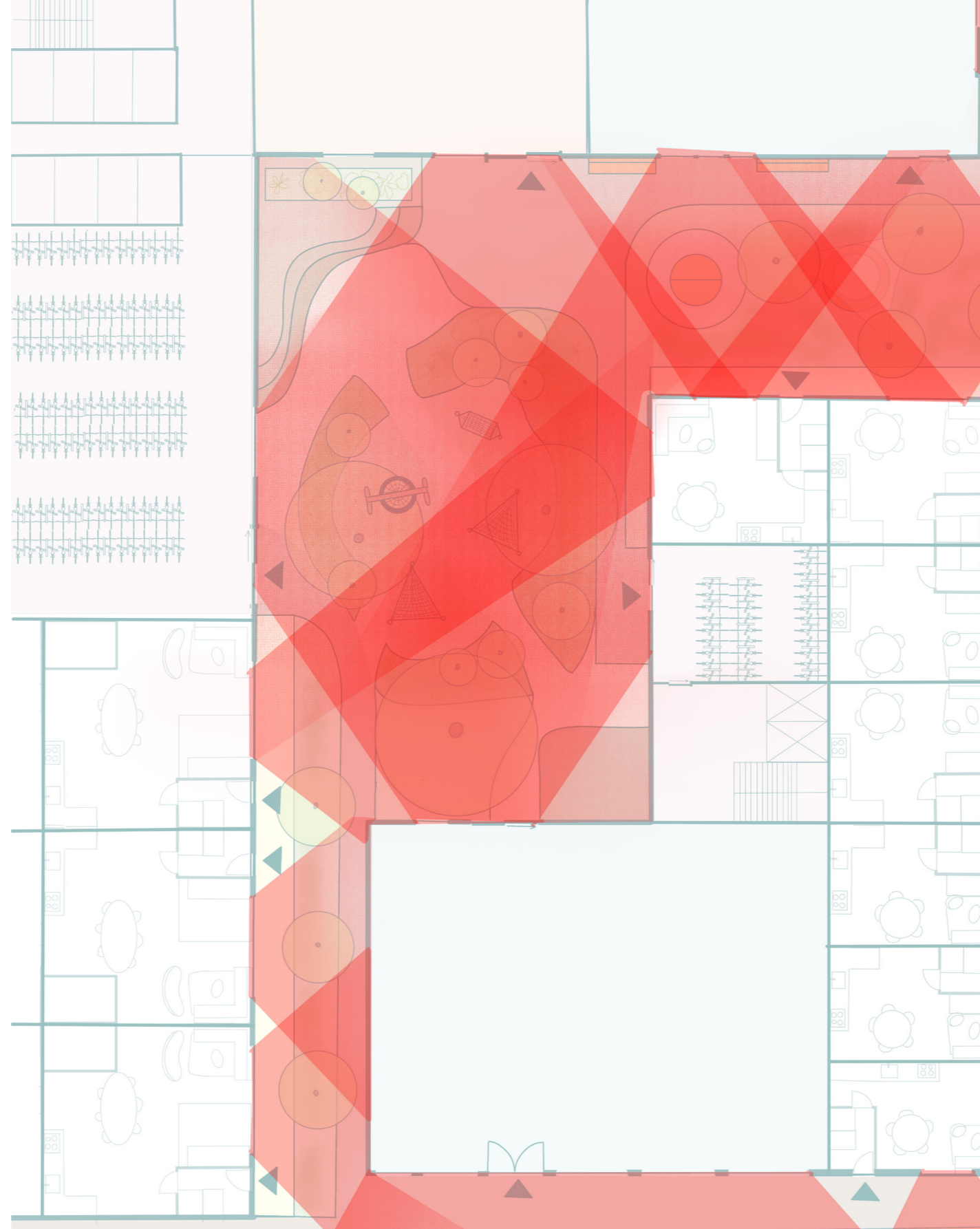


Canopy against rain

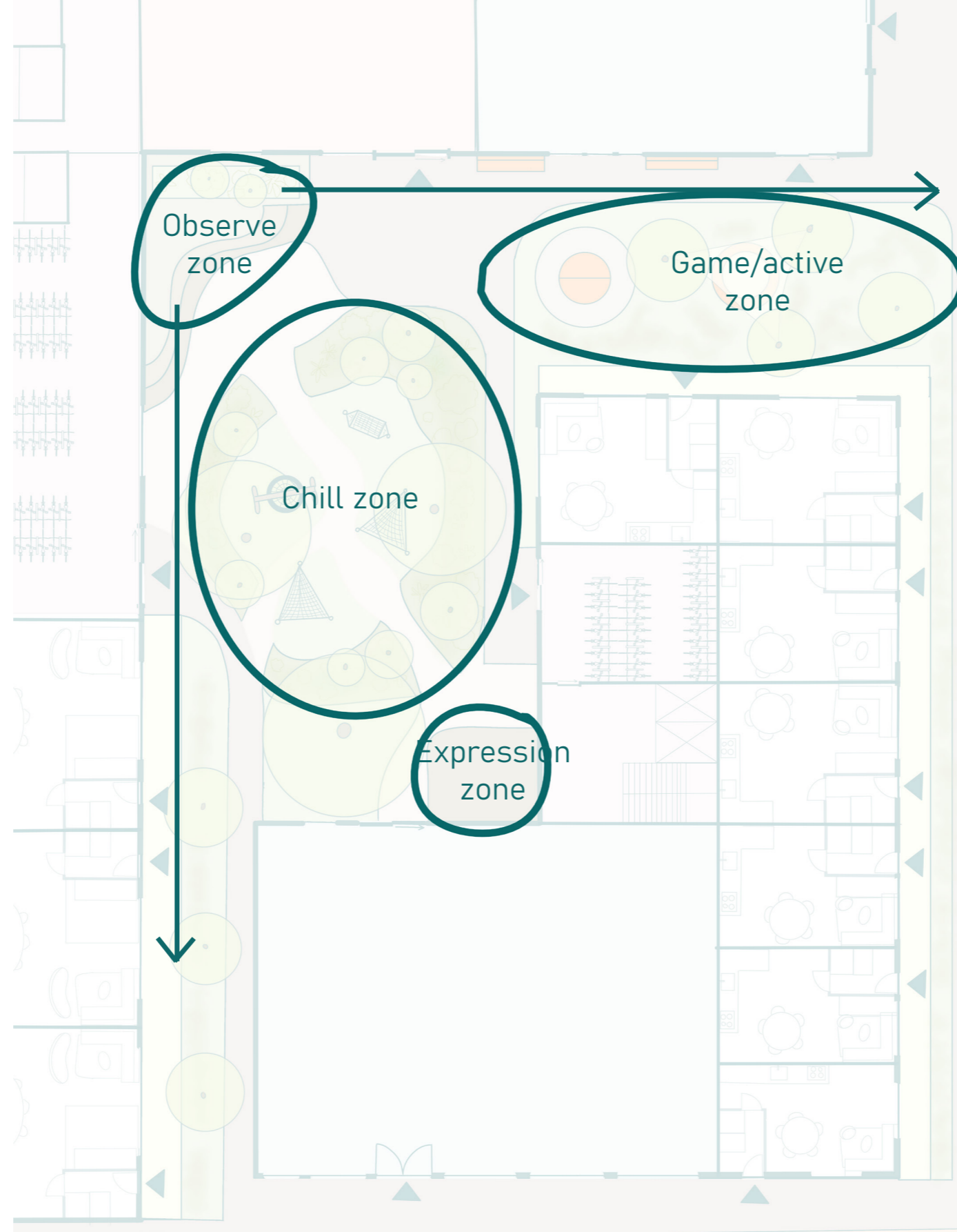
DESIGN FOR GIRLS



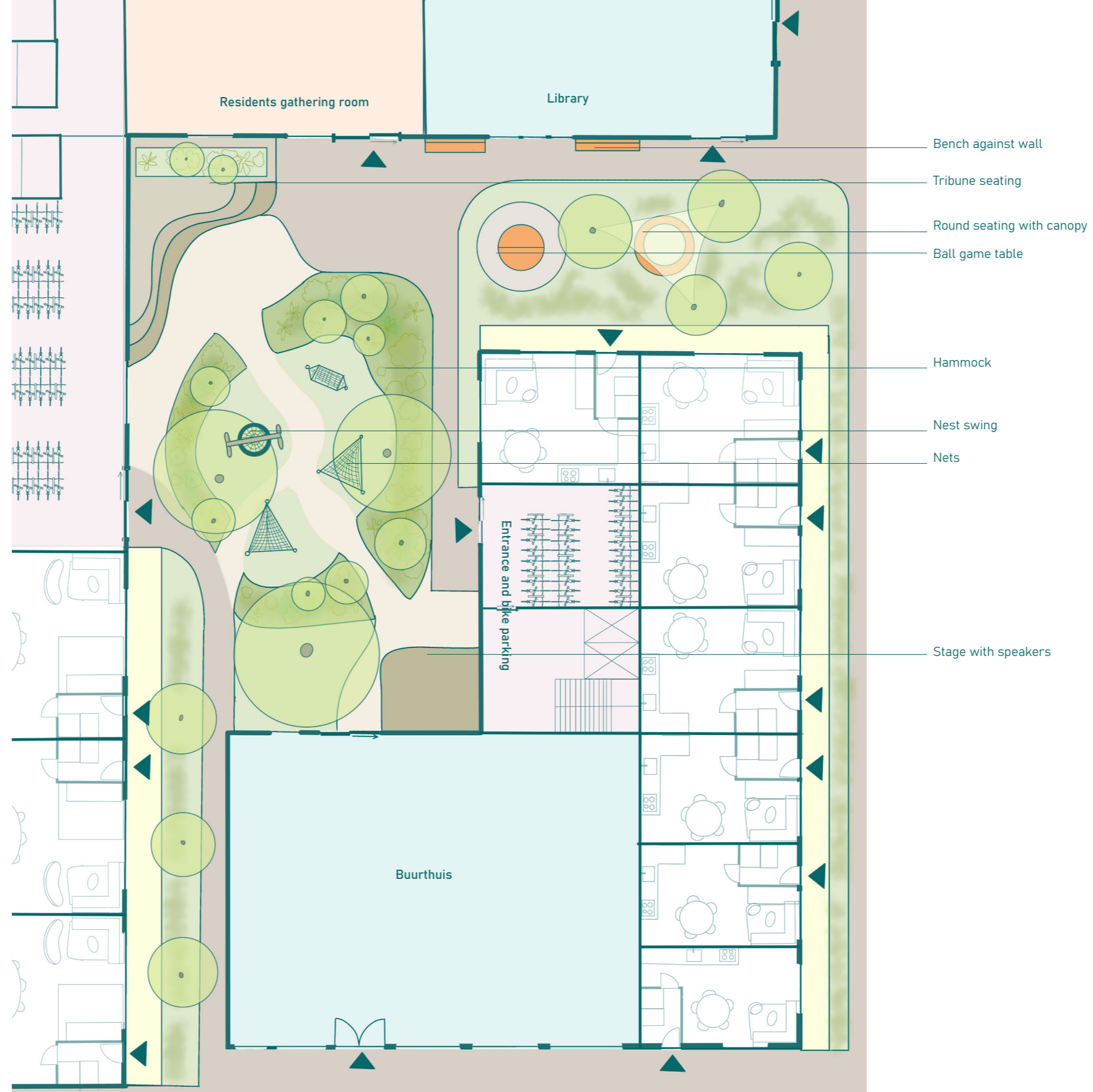
DESIGN FOR GIRLS



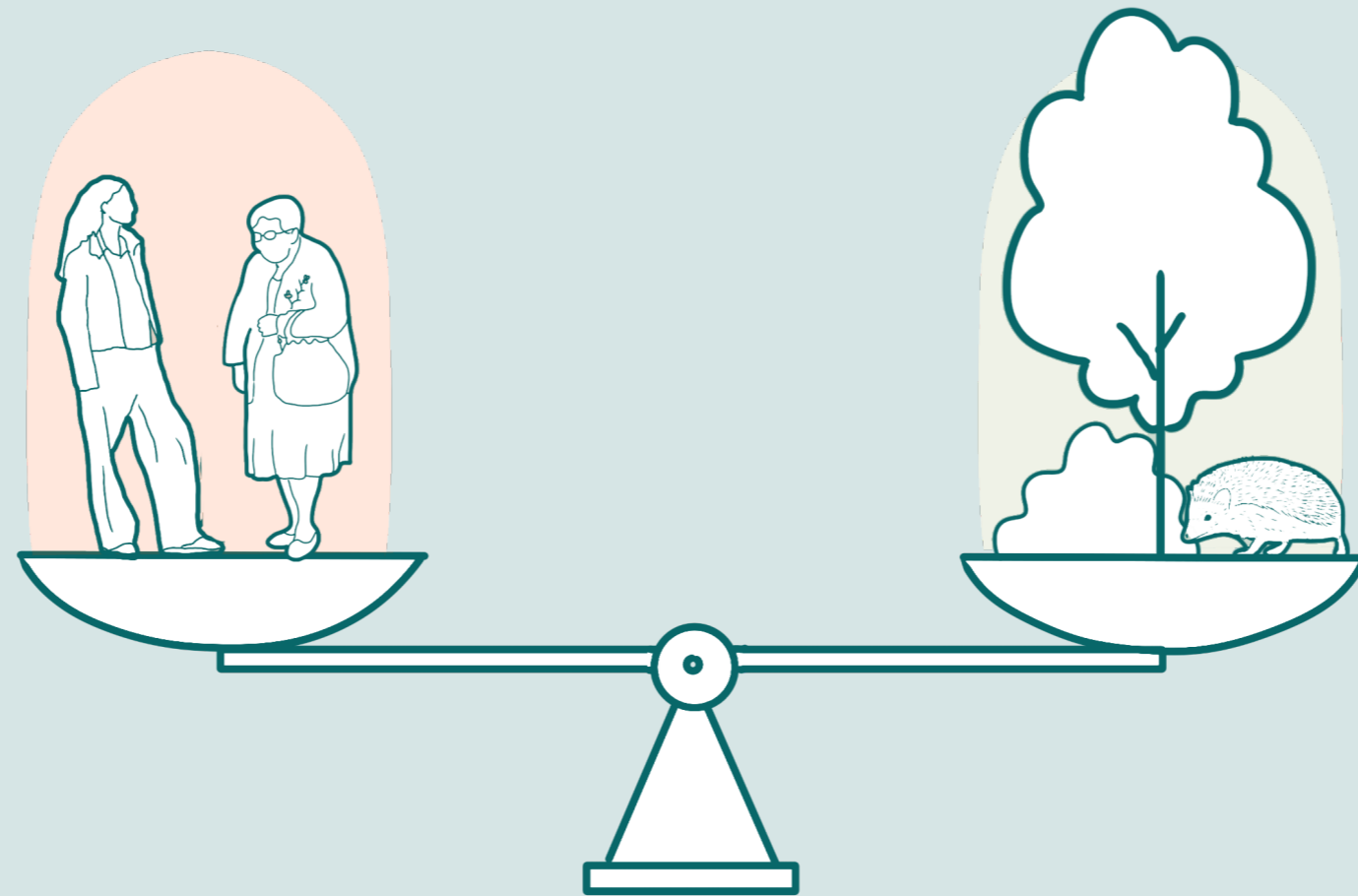
DESIGN FOR GIRLS



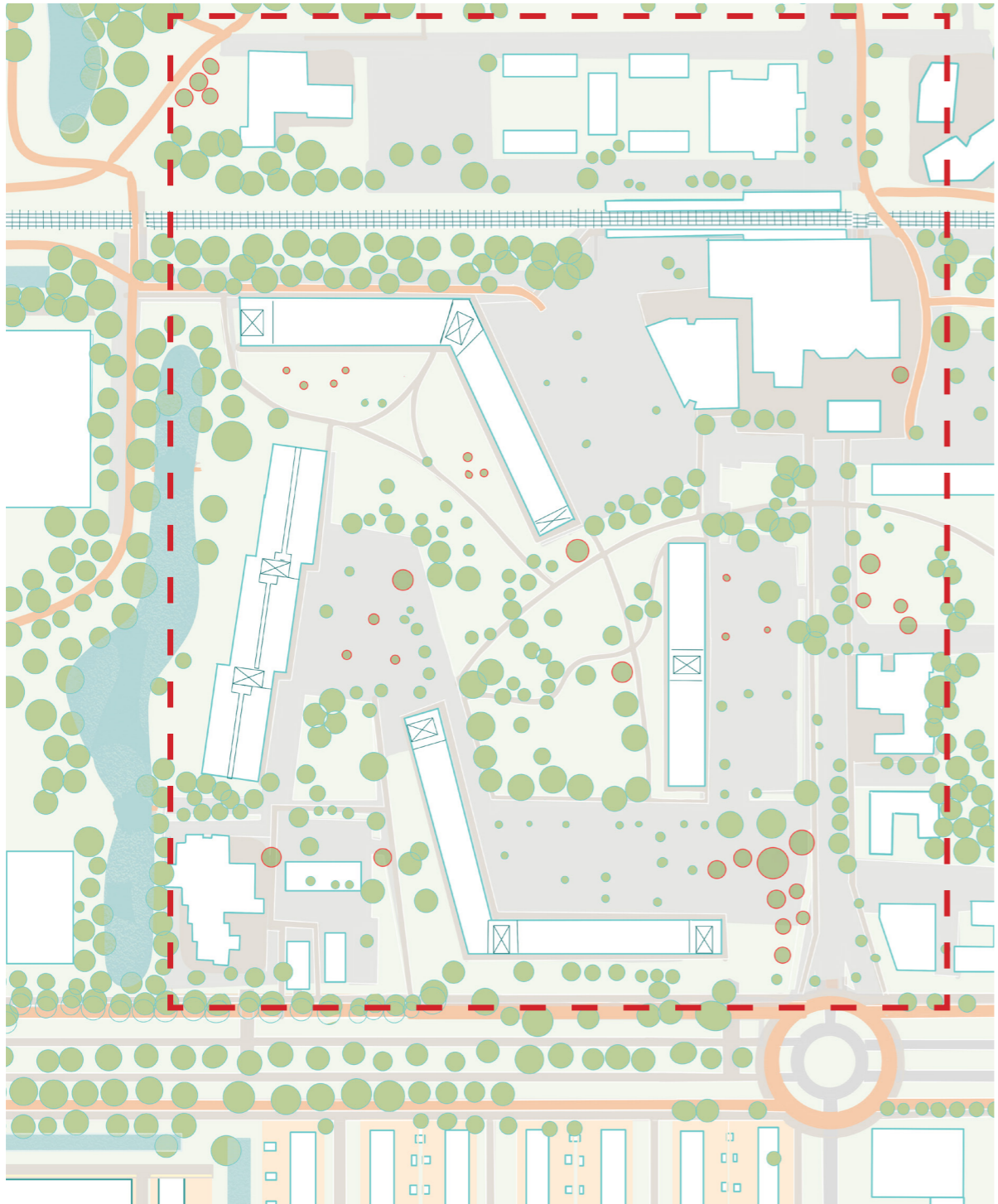
DESIGN FOR GIRLS



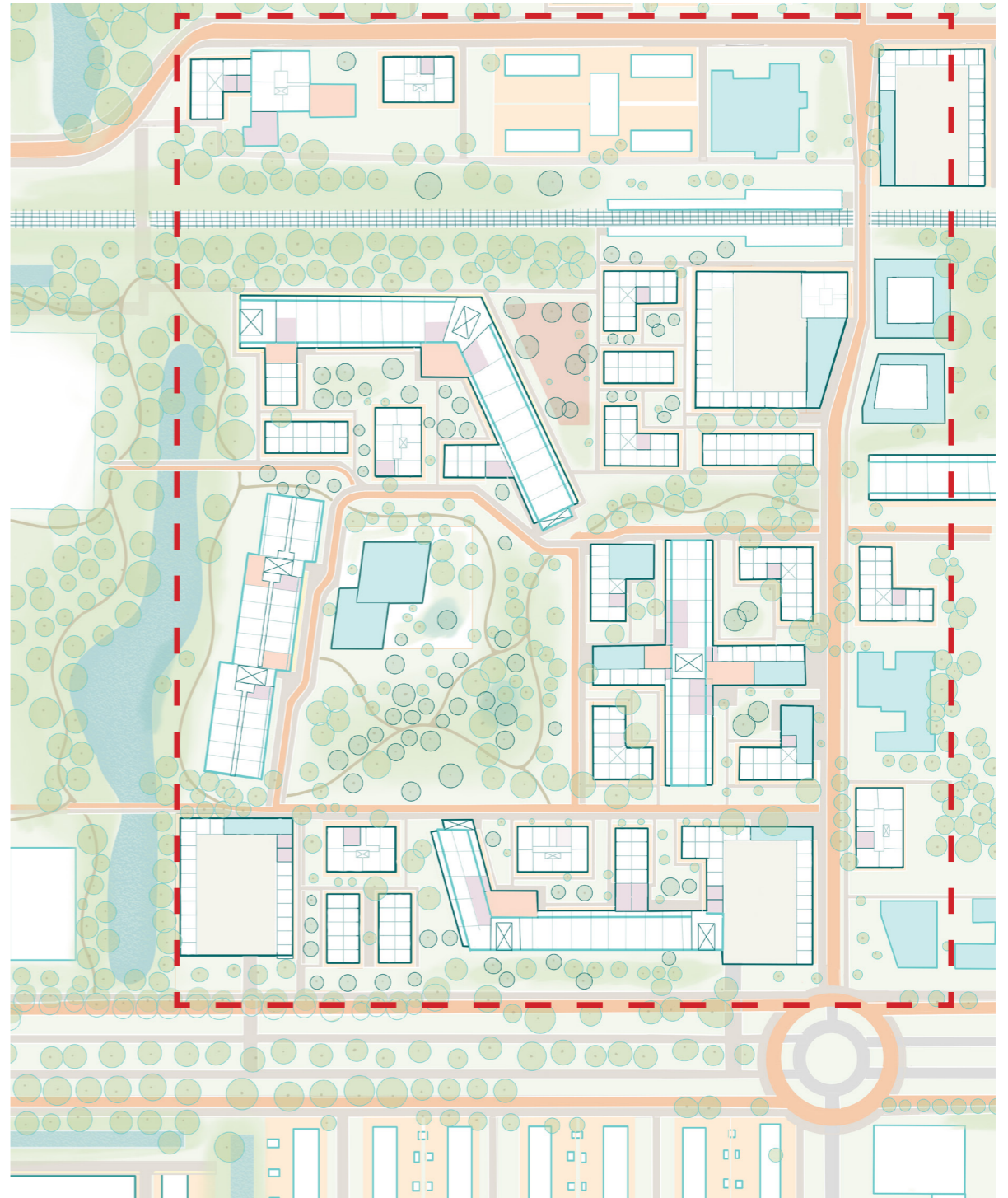




EVALUATION



Status Quo:
44% Paved area
17% build area
39% Green area



New situation:
18% Paved area
33% Build area
49% Green area



EVALUATION



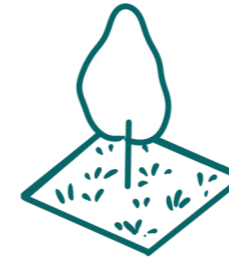
+ 320 homes



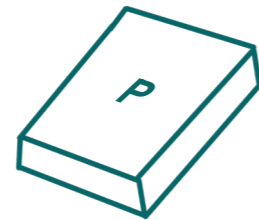
Expanded and diversified amenities



Increase diverse multi-demographic housing and living



+10% increase green surface



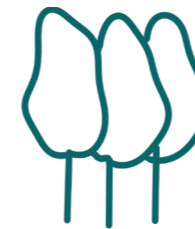
Central parking
-26% paved area



Higher quality green



Shorter and more efficient routing



+100 trees

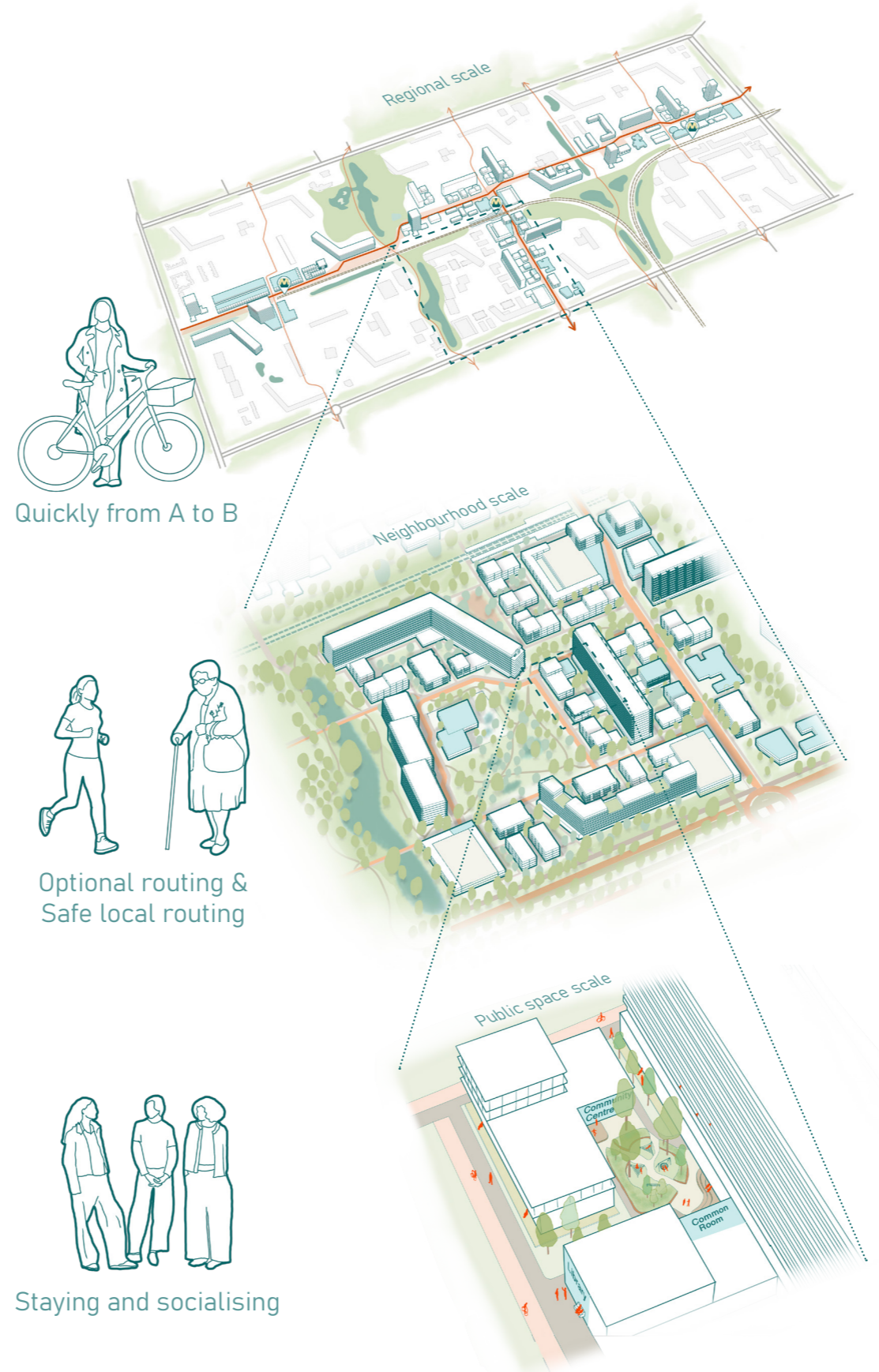


CONCLUSION & REFLECTION

CONCLUSION



CONCLUSION



REFLECTION



1. Industrialisation, Early 20th Century (1850-1920)

2. Garden City Influence (1920-1940)

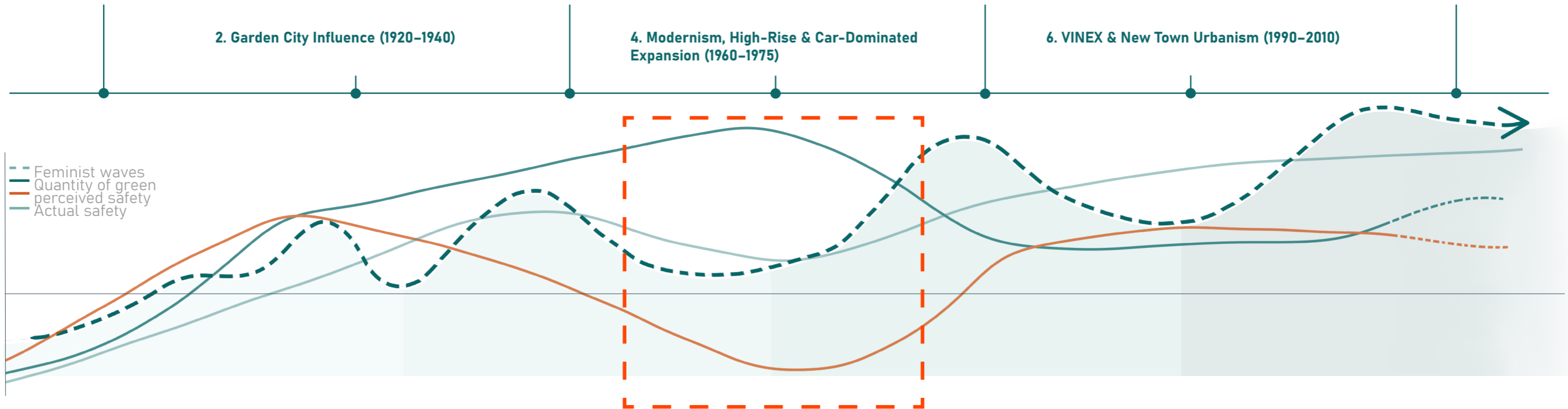
3. Modernism, Reconstruction & Functional Zoning (1940-1960)

4. Modernism, High-Rise & Car-Dominated Expansion (1960-1975)

5. Anti-Modernist Renewal / Bloemkoolwijken (1975-1990)

6. VINEX & New Town Urbanism (1990-2010)

7. 2010-Now: Compact Urbanism, Placemaking & Climate Resilience



* Note this graph is based on the author's understanding of the safety and perceived safety of the periods and not on scientific data

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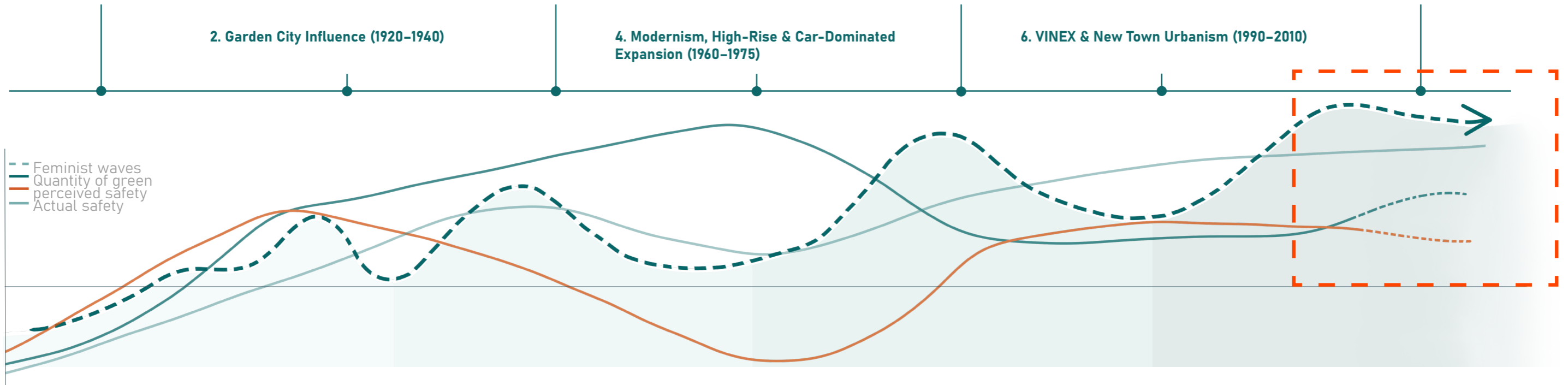
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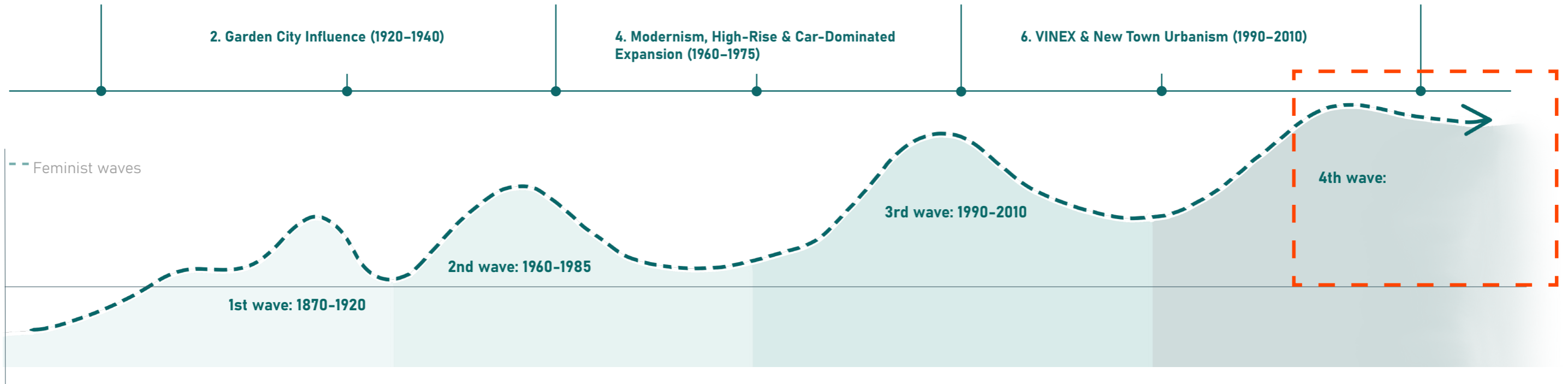
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The background features a stylized illustration of a park. It includes several large, rounded tree silhouettes in shades of teal and light green. Interspersed among the trees are silhouettes of people walking, some in pairs and some alone, suggesting a public space. The overall aesthetic is clean and modern, using a limited color palette of greens and greys.

THE

PARADOX

OF

GREEN

Balancing the ecological quality with the perceived safety among women in Ommoord

Sylvia Crijns

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ANP. (2025, December 10). *Overzicht van de Rotterdamse wijk Ommoord in het stadsdeel Prins Alexander*. www.nrc.nl. https://www.nrc.nl/nieuws/2025/12/10/lessen-uit-35-jaar-bevolkingsonderzoek-we-hebben-succes-gehad-met-preventie-maar-dat-lijkt-nu-om-te-slaan-a4914592?gift_token=4914592%7E1782331759%7E5E8eRTnmSXGGuBmUMM_7GA%7Em3ZohZj6PTVMWcmVdIT9O77ozsYLmFdQm1XX-2e_IJ4

Timeline
Damstraat, Utrecht:
1932 – Straatbeeld Damstraat. (n.d.). Kanaalstraat. https://kanaalstraat.nl/historie/

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