

RUNHERWAY

Preliminary report

UTRECHT

**WOMEN'S RUNNING SAFETY:
A COMMUNITY-LED ASSESSMENT**



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TABLE OF CONTENTS

01 Introduction

Framing the project's purpose, why safer running spaces matter, and the approach we took.

03 Who We Heard From

A snapshot of the runners and stakeholders who informed our work.

05 Additional Themes

More findings from the research

07 Acknowledgements

Thanking those who contributed their time and expertise.

02 Executive Summary

Key findings and takeaways at a glance.

04 Safety Insights

What runners told us about safety perceptions and concerns, specific routes, and risks.

06 Recommendations

Practical actions to improve safety and running experiences.

08 Resources

Additional information, data, and tools for further exploration.

*"I STOPPED RUNNING
OUTSIDE COMPLETELY
BECAUSE IT MADE ME
TOO SCARED AND IT
ISN'T FAIR."*

*"I HAVE BEEN
SYSTEMATICALLY
ABUSED AND
ASSAULTED, THIS IS A
GOOD INITIATIVE."*

*All quotes in this report are drawn directly from
participants and translated where relevant.*



INTRODUCTION

Run Her Way is a nonprofit organization focused on making running in public space safer, more enjoyable, and more accessible for women and girls.

Our pilot project in Utrecht, launched in 2025, as the first step in building a replicable model to address the persistent safety concerns that female runners face in cities and communities around the world.

Through data collection, community engagement, and collaboration with local stakeholders, we aim to better understand the challenges and implement practical, community-led solutions.

Our work starts with gathering data, stories, and feedback directly from women and girls. Some readers may find the enclosed material difficult. Please take care while engaging with it.

METHODOLOGY

In March 2025, we conducted a survey capturing detailed insights from runners across Utrecht about their experiences, safety perceptions, and concerns.



The aim was to understand how infrastructure, environment, and lived experience shape running behavior and what changes are most needed.

To enrich the findings, we added six weekly safety check-ins (April–May) focused on location-specific feedback. We are also conducting ongoing route audits in key areas to further assess lighting, visibility, social conditions and other factors on the ground.

All participant feedback is being mapped geospatially to identify hotspots and patterns. We also reviewed Strava Metro data to understand the most heavily used running routes across the city. A subset of participants shared GPS data via Sport Data Valley, offering additional insight into route preferences.

REFLECTIONS

Running should be one of the most accessible and enjoyable ways to move through a city. Yet, for many women, it comes with risks, restrictions, and trade-offs.

Public space safety is often treated as a general issue, but research shows women who run are uniquely targeted by harassment, intimidation, and violence. Without addressing these specific challenges, the right to move freely remains unequally distributed.

This community-led assessment in Utrecht aimed not just to surface broad concerns, but to understand how women of different ages, backgrounds, and identities experience running in their city, and to pinpoint where and why they feel safe or unsafe.

We applied an intersectional lens and included questions on migration background in line with Dutch statistical practices. While participants shared a wide range of personal experiences, the core themes around safety and vulnerability were strikingly consistent.

This was a pilot: a way to test methods, learn from the community, and build an approach we can refine and replicate elsewhere.



One striking insight: many participants rated areas as “safe” but still described harassment, intimidation, or near-misses. It is a reminder that “safe” is often defined within a context of normalized risk.

We were encouraged by the level of engagement and the clear desire for change. This report is a first step toward turning those insights into action, with the support of community partners and local authorities.

Our aim is to help make Utrecht, and other cities, safer and more welcoming for all runners, starting with the women most affected.

-Kate Tellier, Founder, Run Her Way

EXECUTIVE SUMMARY

Project Overview

Run Her Way launched a pilot initiative in Utrecht to address safety concerns experienced by women runners. Through surveys and weekly check-ins (March–May), and route audits (September–December), we gathered data from more than 100 runners to better understand how public environments, social dynamics, and infrastructure influence their sense of safety while running.

Who We Heard From

- 102 respondents; 96% identify as women
- Broad age range, mix of Dutch and international backgrounds
- 84% run multiple times per week
- Majority run alone and often during evening hours
- Additional participants in the ongoing route safety audits

Key Findings

60%

of runners reported at least one incident of harassment or unsafe experience*

47%

experienced verbal harassment within the past 12 months

10%

were followed or stalked within the past 12 months; **3.5%** experienced **sexual assault**

100%

take at least one safety precaution while running

60%

flagged poor lighting as a critical barrier

Parks and green spaces intended for physical activity were frequently identified as safety concerns. Participants reported feeling unsafe in places like Maximapark, Wilhelminapark, and Amelisweerd due to poor lighting, limited facilities, prior incidents of harassment, and lack of oversight.

**This percentage includes both respondents who answered the safety incident question directly and those who described relevant experiences in their open-text responses*

EXECUTIVE SUMMARY

Themes Identified

Behavioral Change: Many women avoid certain routes, run only in daylight, or have stopped outdoor running altogether.

Psychological Impact: Repeated exposure to harassment has instilled anxiety, hyper-vigilance, and fear.

Infrastructure Gaps: Poor lighting, lack of toilets and emergency facilities, and minimal police presence compound safety risks.

Community Need: Women seek group runs, visible safe routes, and clearer incident reporting pathways.

Desire for Action: Respondents called for better lighting, more education for men, and increased municipal engagement.

Opportunity for Impact

This data reveals a clear mandate: safety must be built into the running experience. Through infrastructure, awareness, education, and visible community support, Utrecht has an opportunity to lead by example and create a safer, more inclusive city for women runners, and by extension, for all residents using public spaces.

WHO WE HEARD FROM...



WHO WE HEARD FROM

Diagram 1: Participants by Gender

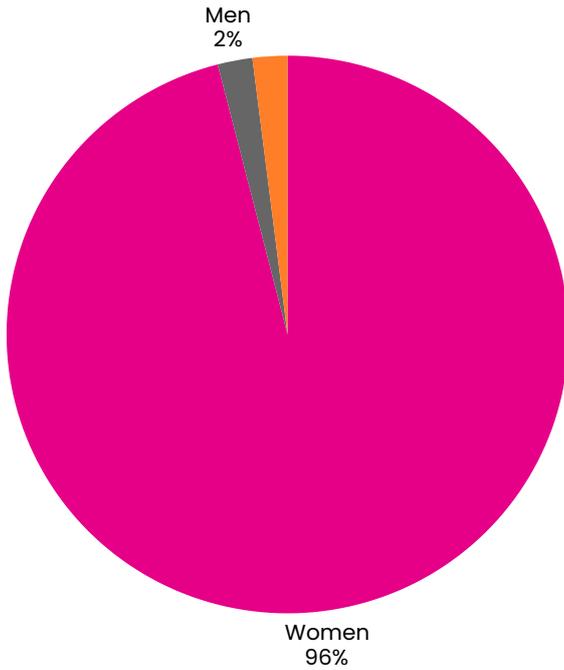
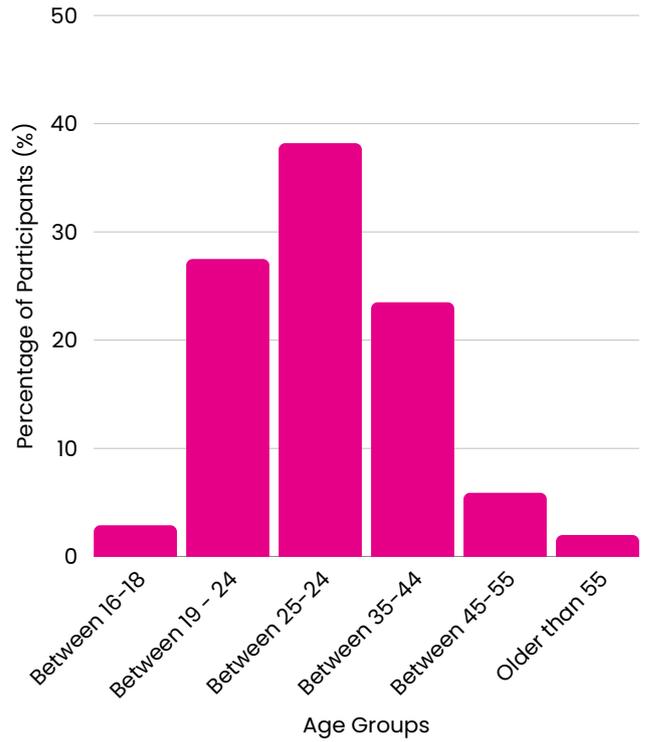


Diagram 2: Participants by Age



The vast majority 96% identified as female, which reflects our focus on women and girls.

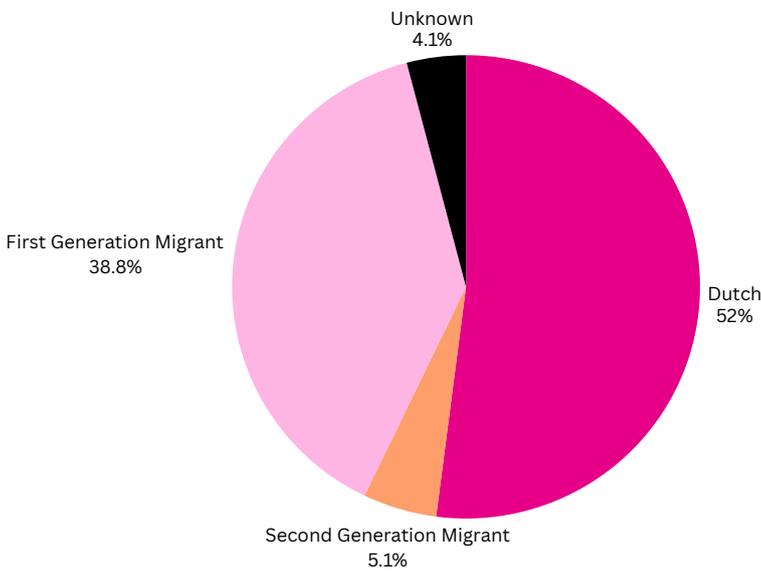
The largest groups of respondents were aged 25-34 (38%), 19-24 (27%), and 35-44 (24%).

WHO WE HEARD FROM

MIGRATION BACKGROUND

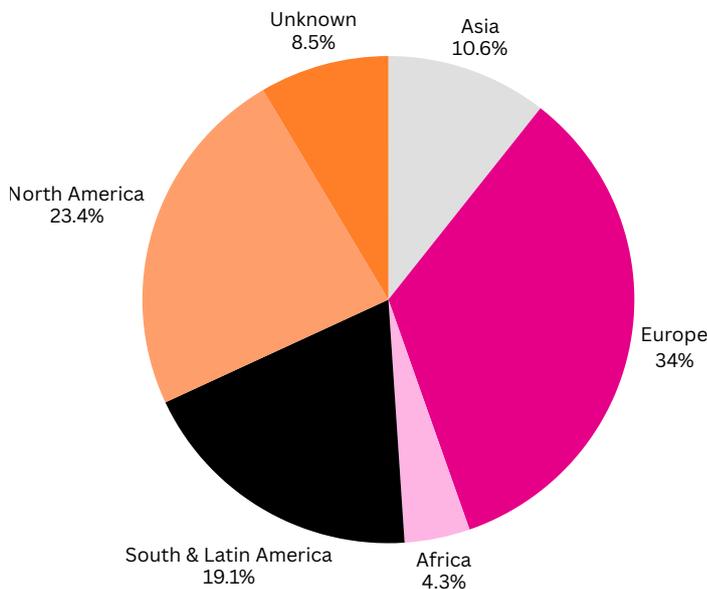
In line with standard Dutch demographic practices, we included a question about participants' migration background. This approach aligns with the definitions and frameworks used by Statistics Netherlands (CBS), which distinguishes between first-generation and second-generation migrants to better understand social experiences and disparities across communities.

Diagram 3: Participants by Migration Background



Just over half of respondents (52%) identified as Dutch, while 39% were first-generation migrants and 5% second-generation—reflecting a notably multicultural community.

Diagram 4: Geographic Origin of Migrants



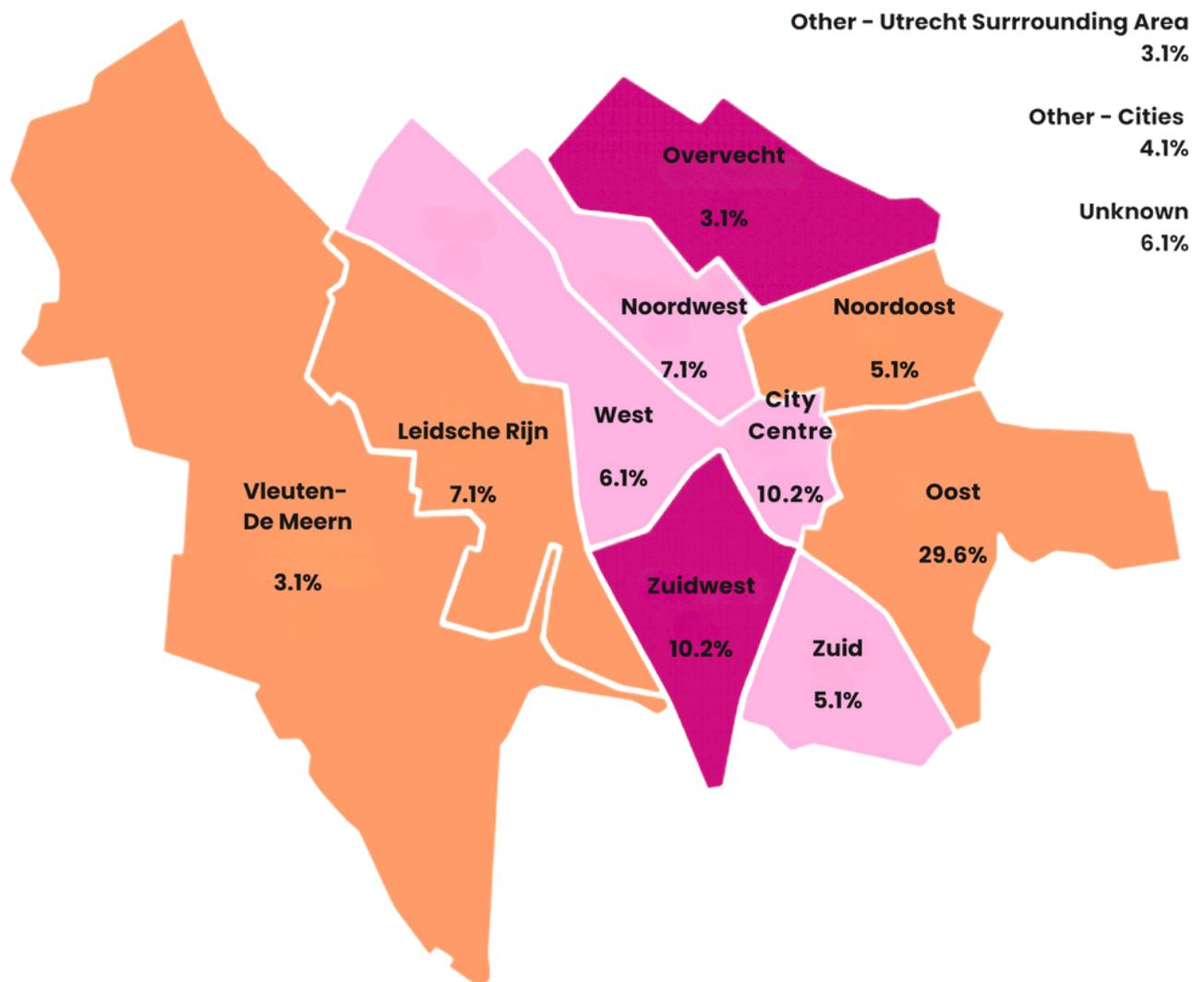
Of the first or second-generation migrants (as per diagram 3 above), respondents indicated ties across a wide geographic spread, highlighting a diversity of international backgrounds.

WHO WE HEARD FROM

POSTCODE DISTRIBUTION

Respondents were well-distributed across the city, with the highest numbers from Oost (29%), Zuidwest (10%), and the City Center (10%). A few lived outside Utrecht but noted they often run here, particularly due to work.

Diagram 5: Participants by Utrecht Postcode



WHO WE HEARD FROM

RUNNING BEHAVIOR

Frequency

84% of respondents run multiple times per week, indicating a highly engaged and consistent running community.

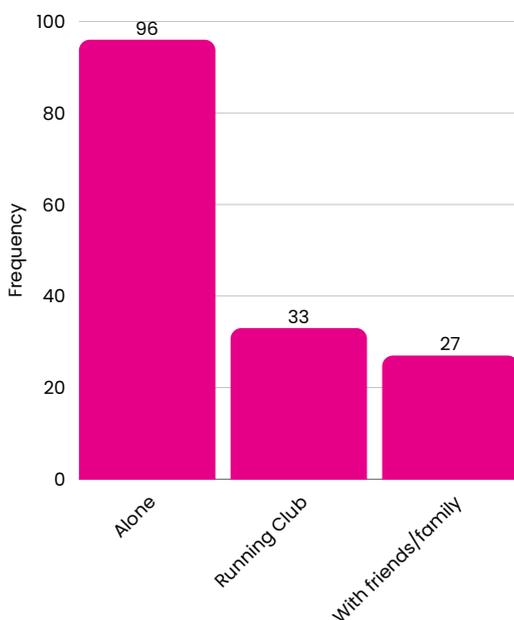
Alone or with Others

“Once a week I run in the evening with a training group and that always feels safe. We often run in places where I would not run on my own in the evening such as Amelisweerd and Uithof.”

Participants could select multiple options. As indicated, running alone is the most popular choice with 94% of participants saying they do so at least some of the time.

26% run with family or friends
33% run with a running club.

Diagram 6: Participants by Running Behavior

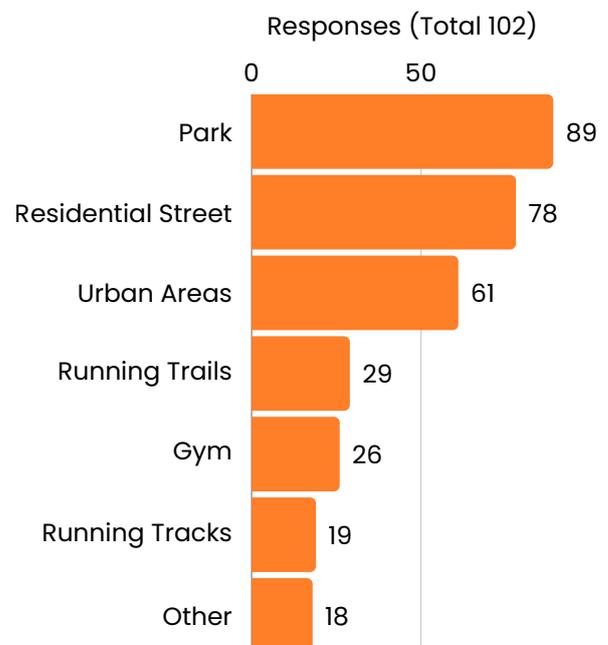


Locations

Participants were able to select multiple running locations. The most popular choices were parks, residential streets, and urban areas, while less common options included running tracks and gyms.

Among the 'other' responses, forests and hiking paths stood out as a favored alternative. Many noted that while forest trails offer an enjoyable and peaceful running experience, safety concerns restrict their use to certain times of the day.

Diagram 7: Participants by Running Location



SAFETY INSIGHTS



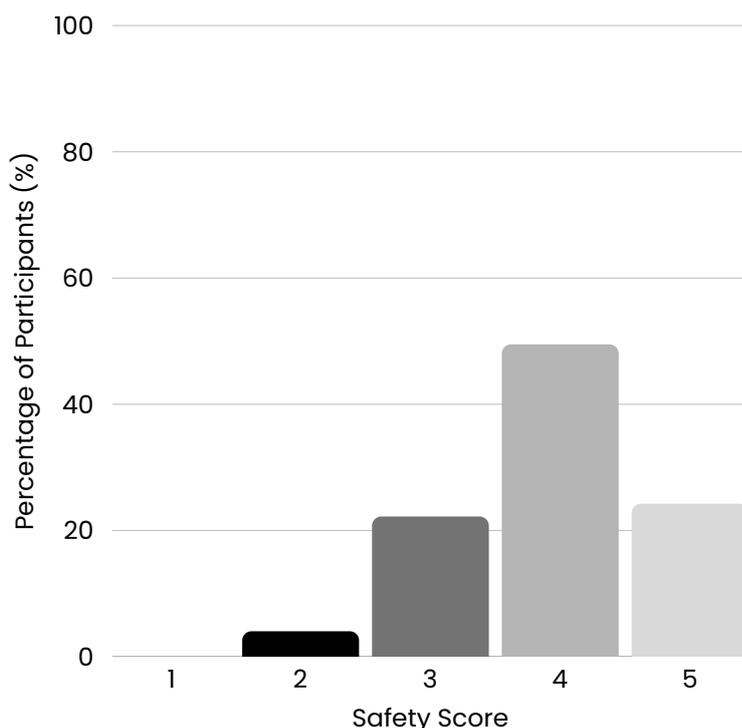
SAFETY PERCEPTIONS

1= Very Unsafe, 5 = Very Safe

26% of respondents rated their running environments as 3 or below, meaning 1 in 4 feel less than safe.

Out of those who rated their environment as very safe (a score of 5), *all* still reported taking at least one safety precaution.

Diagram 8: Participants Perception of Safety

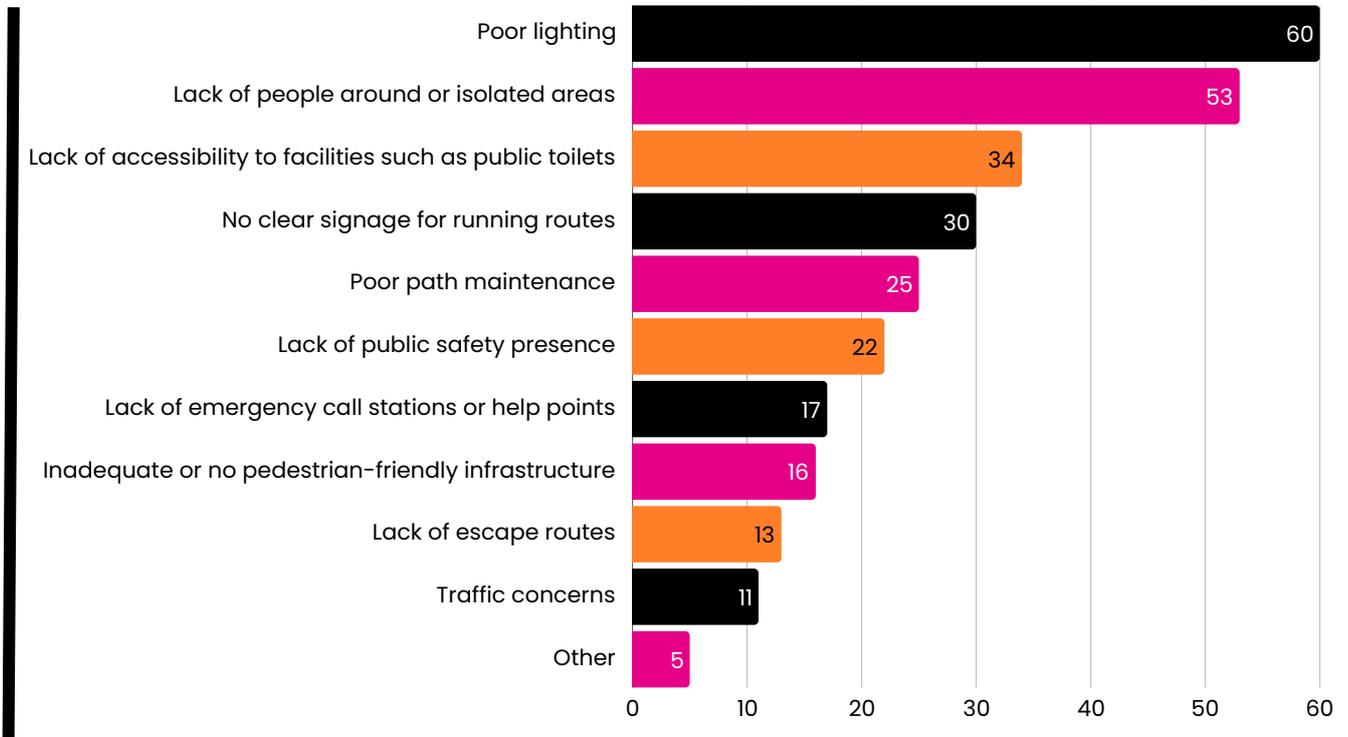


“Some dude drove by me and smacked my ass in Maximapark in January. I’ve been whistled at and had comments made about my body before, but getting hit was the final straw. I’ve started looking into dogs and bought a personal alarm.”

“Honestly, I’ve never felt unsafe running. I’ve only had people call after me when I was with a group, so I wasn’t scared. If I had been alone during those times, I probably would have been.”

ENVIRONMENTAL CONCERNS

HAVE YOU OBSERVED ANY OF THE FOLLOWING SAFETY ISSUES IN YOUR PHYSICAL RUNNING ENVIRONMENT?



60% of participants said both the lack and quality of lighting is an issue. Furthermore, in open ended response options it became clear that lighting improvements are the single most mentioned factor for improving the running experience.

Participants also highlighted that many local running routes feel isolated, without the presence of people or security, and lack clear signage and facilities (toilets, water, emergency access), all contributing to heightened fear and hypervigilance.

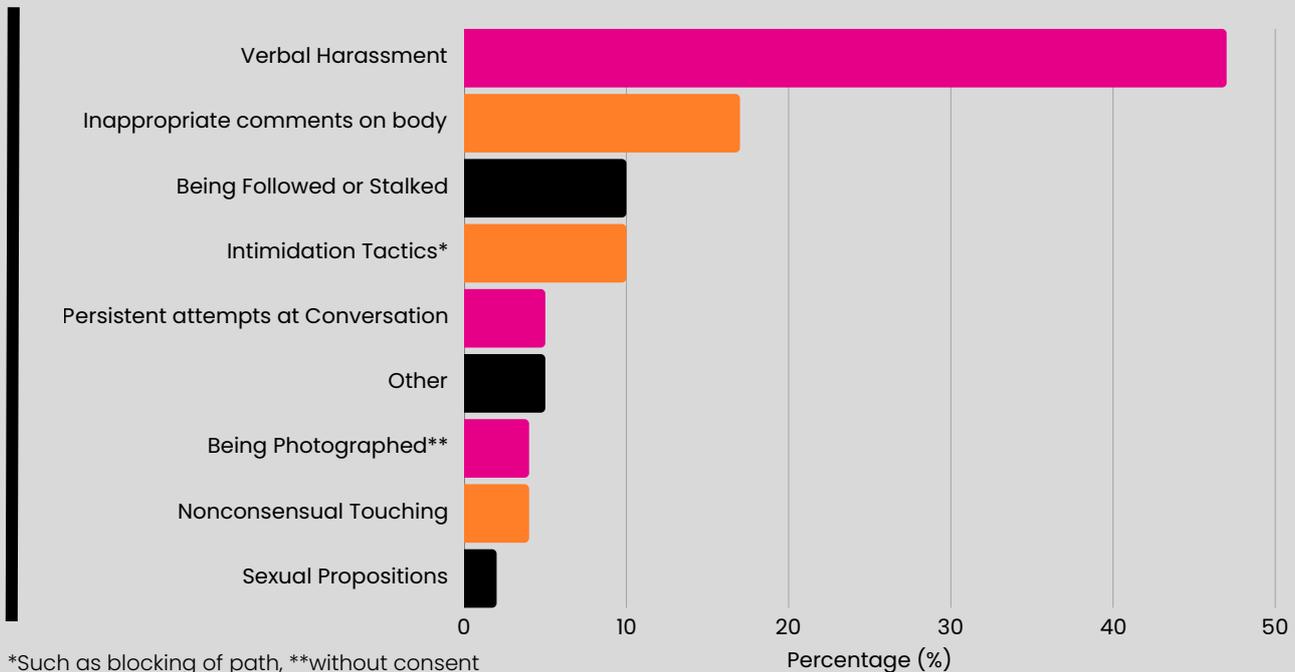
“Wilhelminapark and Amelisweerd are not well illuminated at night and there are too few people for me to feel safe and run there at night.”

9 IN 10
runners identified at least one safety concern in their regular running environment

“I’ve noticed a serious lack of public toilets as my running distances increase.”

INCIDENTS

IN THE LAST 12 MONTHS, HAVE YOU EXPERIENCED ANY OF THE FOLLOWING SAFETY CONCERNS, HARASSMENT OR UNSAFE SITUATIONS WHILE RUNNING LOCALLY?



The data reveals a pattern of harassment, assault, and threatening behavior experienced by individuals. Verbal harassment is a common occurrence. This is further exemplified by the personal stories shared.

“A guy followed me by car and catcalled me. He drove further, blocked the bike path...I couldn't go any further.”

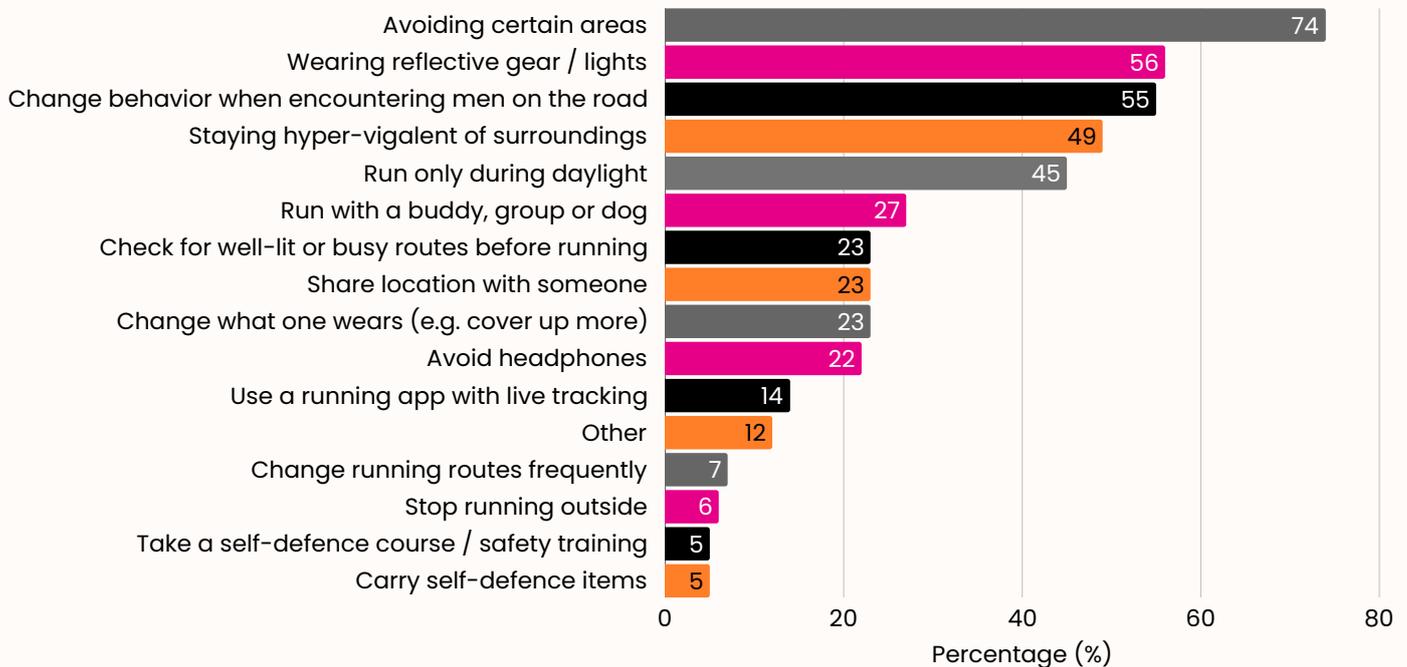
60%
of respondents reported at least 1 unsafe situation

“I have experienced multiple incidents in which younger boys catcalled me.”

- 47% reported verbal harassment
- 10% reported being followed or stalked.
- 3.5% reported sexual assault

SAFETY PRECAUTIONS

WHAT PRECAUTIONS, IF ANY, DO YOU TAKE WHEN RUNNING?



The survey data and personal accounts reveal that runners are highly proactive in prioritizing their safety, with all respondents (**100%**) taking at least one safety precaution and a significant (**46%**) adopting *five or more*.

This high level of vigilance underscores a real and pervasive concern for personal safety while running. The repeated adaptations women make such as avoiding parks, carrying alarms, altering their clothing, reflect not only logistical shifts but a subtle erosion of freedom, confidence, and ownership of public space.

"I am very happy with my Invi bracelet. Fortunately never had to use it! But very nice to have. Gives a feeling of security."

6%

of respondents reported quitting running outside altogether

"During the day I like to run in the forest, in the evening in the dark I don't. Then I avoid remote areas and I prefer a city run where there are people and lights."

IMPLICATIONS

WITHDRAWAL & ALTERED HABITS

Experiences of harassment, intimidation, and unease have tangible effects on how, when, and where we run. Even in a city where many respondents report feeling safe overall, safety concerns often lead to withdrawal, restriction, or altered routines.

“I love running by the canals but I feel very unsafe there during the evenings (which is when I usually run) because there are always groups of creepy men so I switched to the treadmill instead.”

“He followed me since I left my house... the guy still stopped in the park next to my house for a month. I stopped running outside completely because it made me too scared.”

“Wilhelminapark or Amelisweerd are not well illuminated at night and there is [sic] too few people for me to feel safe and run there at night.”

“I only run certain routes, and only during the day.”

“I change route if it’s dark/poorly lit/secluded – even if it means detouring.”



CAUTION OF MEN

These changes are often rooted in interactions with men in public space. This was a recurring theme in respondents’ reflections on fear, harassment, and social expectations.

“Getting comments while running is the daily usual. Sometimes in the evening, young people on bikes try to push you out of the path or intimidate you by staying in your lane, coming at you until almost crashing into you. At the very last minute, they pull away in the other direction, laughing.”

“It’s mostly the behavior of men that makes me feel unsafe much more than the physical infrastructure.”

“(I want) men to just know how to behave and not be a creep. So maybe more awareness and education for men.”

IMPLICATIONS

LOCATION-SPECIFIC

Data captured location-specific safety concerns by eliciting detailed feedback from participants about areas where they feel safe and unsafe.

This approach allowed for the identification of particular locations along with the specific issues associated with them.

By gathering these specific details, the survey provided an understanding of how different locations contribute to safety concerns among runners.

To deepen the insights, this data is being mapped geospatially and augmented with open data sets and on-the-ground route audits, providing a richer, evidence-based understanding of how environmental and social factors vary across Utrecht's running infrastructure and environments. This layered method allows us to visualize patterns, validate anecdotal feedback, and highlight priority areas for intervention.

"In the evening, I avoid Richard Wagnerlaan, the stretch from Joseph Haydenlaan to the Amsterdam-Rhine Canal, because it is not lit and too secluded."



"I avoid the street Industriehavenbrug in the evening, because many men hang out/gather there. Other places I avoid in the evening are: de kop bij Westraven, Groenwoudsedijk."

"In Wilhemina Park there are often men congregating in dark areas and I feel like they are often drunk and it feels unsafe to run or walk there."

"Because of all the news about boys on fat bikes, I was much more on my guard than usual, especially along the Merwedekanaal, with everyone who came overtaking from behind."

AREAS OF MENTION

Location	Main Themes	Verbatim
<p>Wilhelminapark</p>	<p>Poor lighting, groups of men loitering, catcalling, alcohol use, avoided at night, inaccessible toilets</p>	<p>“very poorly illuminated at night” “Wilhelminapark and its surroundings are quite dark” “even with a friend we will purposefully avoid the area because [men] will often yell inappropriately” “often men congregating in dark areas and I feel like they are often drunk and it feels unsafe to run or walk there” “too few people for me to feel safe and run there at night” “the public toilets are mostly meeting places for men, which makes me uncomfortable using them”</p>
<p>Amelisweerd</p>	<p>Lack of lighting, isolation, inadequate signage/wayfinding, avoided at night and in winter</p>	<p>“limited to no clear running routes signposted” “too dark to run there”</p>
<p>Maximapark</p>	<p>Multiple participants reported assaults, isolated at night, poor lighting, lack of police presence</p>	<p>“not much police presence” “won’t run in the dark” “I don’t run at night in Maximapark – too few people and too little lighting” “I was assaulted by a man in Maximapark (Vleuten) who approached me from behind on a bike” “more lighting is needed especially in winter”</p>
<p>Lepelenburg Park</p>	<p>Known loitering hotspot, inaccessible public toilets</p>	<p>“feels really dodgy at night” “people are using a lot of drugs”</p>
<p>Stadium Galgenwaard</p>	<p>Unsafe on match days, crowd behavior, traffic issues, lack of safety personnel, poor lighting</p>	<p>“there are more men and boys walking there and then I feel more watched when I wear shorts” “on match days, there is a lack of visible public safety” “Strava often routes me under viaducts near the stadium – very dark and poor visibility”</p>
<p>Singel loop</p>	<p>Poor lighting and isolated in sections, traffic and pedestrian safety issues, multiple safety hotspots along route</p>	<p>“issues around the southern part of the Singel” “crossing near Ledig Erf and around Tivoli is dramatic for pedestrians/runners”</p>
<p>Kromme Rijn</p>	<p>Lack of exit or escape options, lack of facilities, lack of surveillance and emergency services</p>	<p>“paths such as Kromme Rijn don’t have lighting during the evening” “it lacks facilities, including emergency and security things” “sometimes there are no other routes for a couple of km”</p>

AREAS OF MENTION

Location	Main Themes	Verbatim
A12 Viaducts	Poor lighting and isolation, assault location	"The light under the viaduct is very dark. There should actually be 24/7 lighting." "Large unlit viaducts"
A27 De Bilt Route	Long, isolated stretch	"I would not do the round trip towards de Bilt and then along the A27 in the evening"
Kanaleneiland	Harassment hotspot, poor lighting, lack of infrastructure, isolated	"I was constantly catcalled, and my way was blocked a couple of times. Some teenage boys would 'drive' their electric bikes at me. I never dared to run in the dark there."
Science Park	Isolated, loitering hotspot, poor lighting, lack of toilets	"has suspicious people hanging around" "some smaller paths [nearby] aren't well lit in the evenings" "no toilets"
City Center	Harassment and loitering hotspots, poor lighting and isolation in areas	"sometimes I feel uneasy running [...] near the UU Library when it's dark, because of the nearby bars and overall darkness. I usually avoid this area" "Voorstraat can feel sketchy at night" "bridge near the mall (due to catcalling experiences)"
Oog in Al	Poor lighting, isolation, harassment hotspot	"lighting is really poor and there are many industrial areas, making it very isolated and not friendly for running or biking" "I've felt very unsafe here in the dark and have been harassed before"

Other areas mentioned: Lunetten, Vechtdijk, Park Transwijk, Amsterdam-Rijn Canal, Ondiep, Rijnsweerd, Fort Blauwkapel, Voorveldse Polder, Parkwijk, Zuilen, Overvecht, Archimedeslaan, Baliјеbrug, Nieuwegein to Muntgebouw, Merwedekanaal, Leidsche Rijn from Berlijnplein to the Meern Bridge, Koningsweg, Zandpad, around Kampong, Vecht (North or Red Bridge). See map for all feedback.

WHEN RUNNING FEELS SAFE

The data revealed two primary factors that significantly contribute to a runner's sense of safety: adequate lighting and the presence of other people. Locations that may feel threatening at night or when deserted were often described as much more secure when they are well-lit and populated.

Participants consistently emphasized the value of not running alone, highlighting both group running and simply seeing others in the area as reassuring:

"Running in a group and getting to know more runners certainly contributes to a sense of security"

"It is great that there are so many runners in Utrecht in the evening."

"During the day in Amelisweerd, there are always people present."

"(I feel safe) in places that are well lit and there are many people walking and cycling, even in the dark."



These insights underscore the importance of both environmental design and social presence in fostering a sense of safety. However, group running does not eliminate all risks, and in some cases, participants reported experiencing harassment even when accompanied:

"I have experienced multiple incidents in which younger boys (approximately 16–25 years old) catcalled me or made intimidating movements, primarily when I am alone and a few times while running with a running group."

"I've only had people call after me when I was with a (running) group, so I wasn't scared. If I had been alone during those times, I probably would have been."

SUGGESTIONS FOR IMPROVEMENT

Responses emphasize the need for better lighting citywide, and increased surveillance, particularly in isolated or high-risk areas.

Improved running infrastructure, including wider paths, fewer traffic interruptions, and more public amenities like toilets and water stations, was also a key concern.

Social issues emerge as well, such as the lack of beginner-friendly run clubs, the need for more effective reporting systems for non-violent incidents, and the presence of intimidating behavior.

Finally, there is a call for greater public awareness and education to promote safety, respectful conduct, and inclusivity in public spaces.

We asked **‘What safety improvements would you most like to see in your local running environment?’**

RUNNING INFRASTRUCTURE

“It would be super helpful to have a network of different routes where women run and feel safe during the evenings.”

“More space for runners. We are often too slow for the cycle path and too fast for the pavement.”



“Specific running trails on the edge of Utrecht, more in nature. In winter, I often only feel comfortable running in the city in the dark, which makes it more monotonous and inconvenient.”

“Having a running path clear from biking path, or show that both cyclists and runners are welcomed. Also to make them more popular so more people can be together (and maybe less likely to have people catcalling etc).”

“Easily accessible areas to run such as parks, trails that are well indicated, well lit spaces, good pedestrian paths.”

“Marked running routes in the forest.”

“Signs for running routes since I have never seen any.”

“I have noticed a lack of public toilets since my distances are getting longer and longer.”

SUGGESTIONS FOR IMPROVEMENT

POLICE SUPPORT

Respondents expressed a need for more visible and responsive law enforcement, especially in parks, known loitering spots, and remote areas.

“Combating groups of loitering youths who display intimidating behavior.”

“Prevent group gatherings of drug users in parks or on specific paths.”

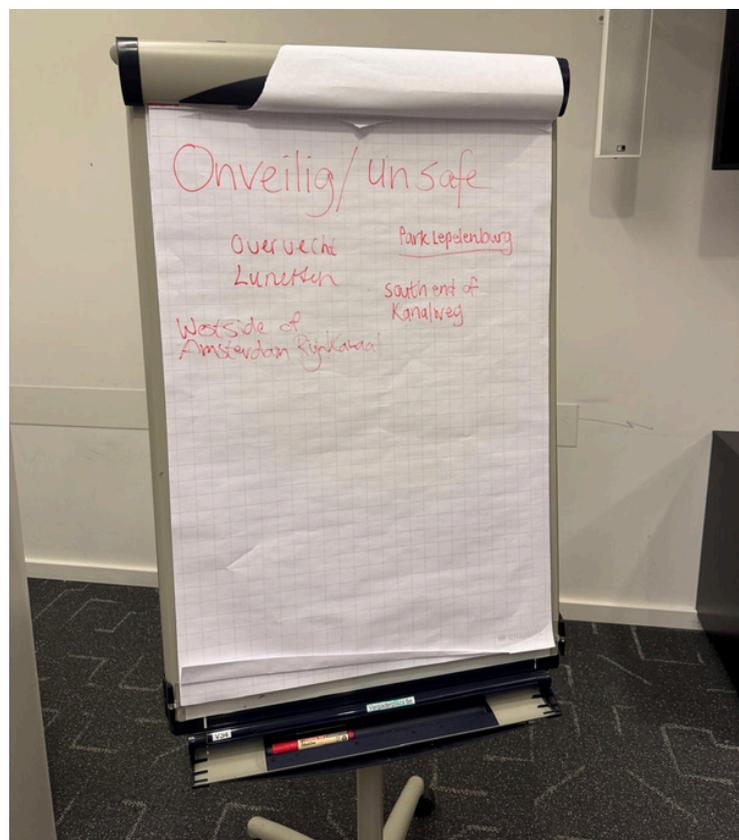
“The bike cops. I think this is the first time I've seen them in the park and I've been running there 3-4/week for 2+ years.”

“If there was more surveillance around, I would feel safer running by myself and not always with my boyfriend.”

“More visibility of the police, especially in remote nature reserves.”

SAFE SPOTS

“More safe spaces to stop in case a runner experiences a negative/unsafe encounter (like cafes or public toilets).”



AWARENESS AND EDUCATION

Participants pointed to the need for public awareness and cultural change, especially regarding how male behavior is normalized in public space. Calls for early education and community-level understanding reflect a desire for long-term solutions that go beyond infrastructure alone.

“Awareness and education about running safety, better sign-posting of routes for runners, better lighting, more safe spaces to stop in case a runner experiences a negative/unsafe encounter (like cafes or public toilets).”

“Awareness that people can feel unsafe while running.”

“That teenage youth are better educated or addressed on behavior.”

ADDITIONAL THEMES





COMMUNITY RESPONSIBILITY

Some feedback stressed the need to engage people who may not experience insecurity themselves, encouraging broader community responsibility for safer public spaces.

“Making people who don’t experience this kind of insecurity aware that they can also be part of the solution.”

INTERSECTIONALITY

Several respondents emphasized the importance of considering factors like race, migration background, and class in understanding perceptions of safety, noting that experiences can vary widely depending on identity.

“I generally feel safe, but I am also a white woman.”

“Intersectionality (especially in regard to ethnicity and class) is very important to take into account in discussions about safety.”



REPORTING

On the one hand, participants expressed frustration with the lack of accessible reporting options for incidents that may fall short of a crime but still impact safety. On the other, some shared positive outcomes when they did report, suggesting existing mechanisms can work when used. This points to a need for greater education and clarity on the reporting pathways that are available, and how to navigate them effectively.

“If something happens to you, scream, make noise, draw attention, and file a report! In my case, it led to a conviction of my assailant.”

“I think the biggest change I would like to see is actually a police issue. I wanted to report my experience after the fact, but I didn’t think there was a good system in place to report something that wasn’t outright abuse.”



BALANCING SAFETY WITH AVOIDING STEREOTYPES

Some participants expressed concern that discussions about safety can unintentionally reinforce negative stereotypes, particularly about marginalized groups such as homeless individuals or people with addictions, or lead to demonizing random men who are “just minding their business.”



“I think these conversations about safety are extremely important but can easily veer into conversations that stigmatize marginalized communities such as homeless men or people with drug addictions, since these are the people that are often stereotyped as being 'dangerous' on the street.”



DIVERSITY OF PERSPECTIVE

Not all participants shared safety concerns. Many noted that they generally feel secure running in Utrecht and appreciated the opportunity to provide a more balanced perspective.

"I do feel safe."

"As a female runner in Utrecht, I actually feel very safe. Of course, there's always room for improvement, but I think it's important [...] to point out that a lot is already going well, and I don't experience any restrictions in my freedom as a woman."

RECOMMENDATIONS



RECOMMENDATIONS

The insights gathered through this project offer a unique opportunity to support and enhance the Municipality of Utrecht’s existing efforts to improve public safety, health, and gender equity. Below are practical, community-informed recommendations that build on the city’s current policies and initiatives while identifying areas where further collaboration and improvement can be made:



Recommendation	Justification	Detail
<p>Review and Act on Community Safety Data</p>	<p>RHW’s community-generated data (route audits and mapped feedback) offer a rich source of insights for urban planning and public safety.</p>	<ul style="list-style-type: none"> • Use data to identify and prioritize hotspot areas. • Review lighting, visibility, patrols, and design in these zones. • Integrate findings into city planning, maintenance, and safety processes. • Implement 1–2 quick, tangible improvements per location. • Share updates publicly to build trust and accountability.
<p>Launch Neighborhood Running Champions Program</p>	<p>Safety is enhanced through social presence, peer connection, and community visibility. Empowering women and gender-diverse runners as local champions can activate underused routes, build confidence, and ensure ongoing feedback loops with the city.</p>	<ul style="list-style-type: none"> • Partner with RHW to recruit, train and support women-led Running Champions at the neighborhood level. • Champions lead small group runs, promote safe route use, and serve as liaisons between the community and the municipality. • Provide light-touch support (e.g. training, expenses, volunteer allowance), coordinated by RHW. • A low-cost, high-impact model to complement infrastructure and planning efforts.

RECOMMENDATIONS



Recommendation	Justification	Detail
<p>Partner on Awareness & Intervention in Public Spaces</p>	<p>Participants repeatedly mentioned specific areas where they experienced assault, harassment, intimidation, isolation, or fear while running.</p>	<ul style="list-style-type: none"> • Use mapped data to guide targeted interventions, such as deployment of relevant campaign signage to identified areas. • Invest in bystander training to ensure that running groups and municipal park employees/volunteers know how to intervene when they witness public harassment.
<p>Co-Design City Network of Accredited Running Routes</p>	<p>RHW proposes establishing a citywide network of running routes that meet clear community-informed safety criteria—such as lighting, sightlines, signage, visibility, and nearby amenities.</p>	<ul style="list-style-type: none"> • Adopt route accreditation standard, based on RHW’s community safety criteria. • Identify, map, and promote a diverse set of accredited routes across city districts. • Incorporate signage, route markings, and a public-facing map. • Update routes through community feedback and seasonal audits.
<p>Establish a Taskforce on Safe Movement in Public Space</p>	<p>Improving safety for active citizens requires collaboration across multiple domains: public space, safety, sport, gender, and community engagement.</p>	<ul style="list-style-type: none"> • Include relevant municipal departments, sports clubs, community groups, and advocacy organizations. • Use it to align priorities, share data, track progress, and test innovations. • Include RHW as a core member to represent the needs of women and gender-diverse runners.

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RESOURCES



RESOURCES

We provide tools, trainings, and community-based methods that help cities, clubs, and runners create safer and more inclusive running environments. Some resources are already available, while others are in development.

1

Geospatial Running Safety Maps

Localized, interactive maps highlighting safety hotspots, route feedback, amenities, and areas for improvement, built on local data and runner insights.

2

Running Route Safety Audits

A structured method with supporting tools and facilitation support to assess running routes on safety, accessibility, and user experience.

3

Bystander Intervention for Runners

Guidance that equips runners and community members with tools to recognize harassment, respond safely, and support those affected. Focused on building confidence, awareness, and allyship.

4

Knowledge Hub

Campaigns, research, toolkits and frameworks from aligned organizations accessible in our Insights Hub (coming soon).