

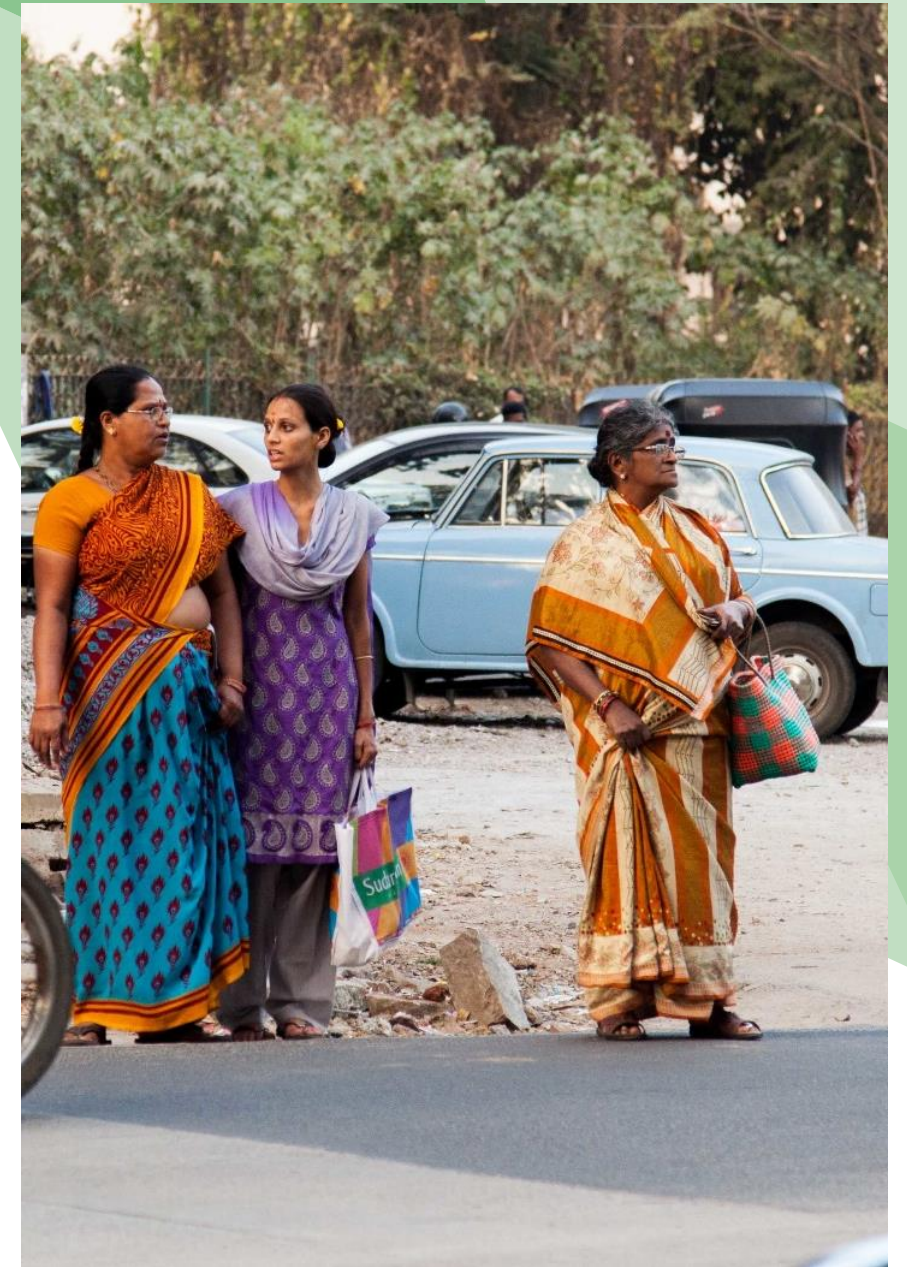


مركز الملك عبدالله للدراسات والبحوث البترولية
King Abdullah Petroleum Studies and Research Center

Mainstreaming Gender in Urban Planning

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WHAT IS GENDER MAINSTREAMING

In 1997, United Nations Economic and Social Council (ECOSOC) defined Gender Mainstreaming as: *“The process of assessing the implications for women and men of any planned action, including legislation, policies or programmes, in all areas and at all levels. It is a strategy for making women’s as well as men’s concerns and experiences an integral dimension of the design, implementation, monitoring and evaluation of policies and programmes in all political, economic and societal spheres so that women and men benefit equally and inequality is not perpetrated. The ultimate goal is to achieve gender equality”*.

Gender mainstreaming was mandated by the 1995 Beijing Platform for Action as a strategic Approach for achieving gender equality and women’s empowerment at all levels of development.

Incorporating the specific needs of each gender into the urban framework for equitable provision



“GENDER-NEUTRAL”

VS



“GENDER-MAINSTREAMED”

MEN AND WOMEN ARE DIFFERENT!

Biologically...



Photo credit: Sarah KT (Centre for Urban Equity)

With different activity patterns....



Women tend to Trip-chain to perform various tasks.



Men tend to make longer direct trip to work and back.

CONSEQUENCES OF GENDER NEUTRAL URBAN PLANNING

Sexual harassment...

On the roads and in public transport



40% Women face harassment on a regular basis.
88% were harassed while using public transport.

100% Drivers and conductors said women harassment is not prevalent in Bhopal.
30% believe that women were equally responsible for it.



Source: Report by The WRI Ross Center for Sustainable Cities on Women's Safety in Public Transport, A Pilot Initiative in Bhopal

This has environmental, social and economic impacts!

And in Public Places...

Different public places pose different difficulties for women to tackle.

- Parks with no visual connection with the outside area and its landscaping creating secluded pockets are found to be unsafe.
- Poorly maintained and unlit spaces further adds to one's fear of being in a public space.
- Women tend to find both over crowded and completely isolated public spaces as unsafe.
- The presence of some hawkers and vendors adds life and activity to the streets offering some visibility.
- But, the presence of beggars and drug peddlers makes an otherwise safe public space feel unsafe.
- Roads and streets with high opaque boundary walls are avoided.



Missing Urban Infrastructure –Toilets!

According to American India Foundation, In 2013 over 14% of female students between the ages of 7 – 16 went missing from school in Maharashtra, as opposed to 11.7% in 2012. Thus, it seems that although the prevalent ethos and the legislation (including the Right to Education Act of 2008) in India nearly guarantees that every Indian student will start schooling, it does not yet have the abilities to ensure that the environment to actually attain an education exists.

Also, as of 2012, 40% of all Government Schools lacked a functioning common toilet,



and another 40% lacked a separate toilet for girls. This creates even more reluctance to allow for girls to be educated.



Source: The 3 Biggest Reasons that India’s Girls Drop out of school by Nisha Bala, American India Foundation

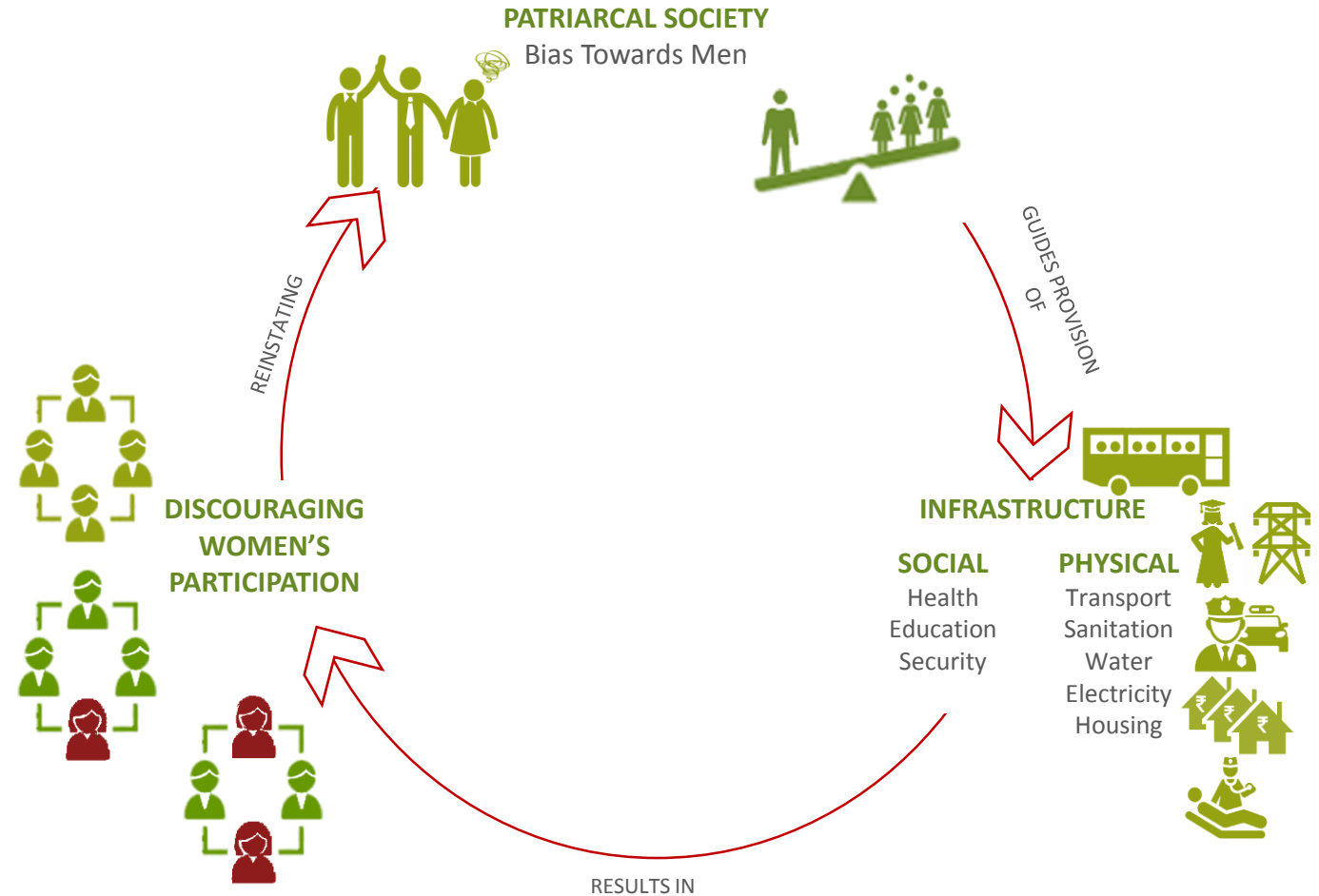


Source: Academic Project, Dept. of Urban Design, SPA Delhi

Reinforcing Patriarchy

As per the Trading Economics data, in India only 39.3% women participate in the three decisions (own health care, major household purchases, and visiting family) in the age group of 15-49.

The patriarchal society also results in lack of basic facilities for women making their interaction with public space inconvenient and fearful. This results in further limiting their options and opportunities to engage in the service industry and public places. The absence of female participation further reinforces the patriarchal set up and infrastructure provision continues to be gender neutral.



GENDER INCLUSIVE PLANNING NEEDS DESEGREGATED ASSESSMENT

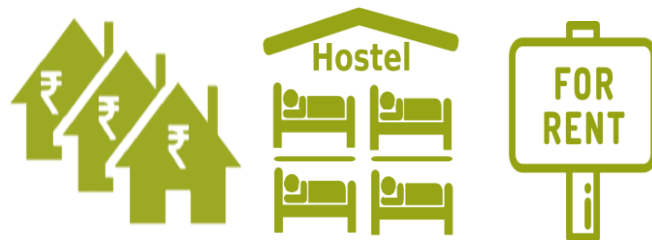
The city policies should mandate the collection of gender segregated data to gain an understanding of the usage patterns and the issues faced by each gender. The data would then further inform the policy decisions for the various services. Also, since each category of MoUD's Liveability Index has quantifiable indicators, this data would also help towards measuring them.

While formulating policies, it is also important to note that while women have been the primary caretakers in a household, our society is starting to change and men are starting to get involved in household tasks and caretaking. This aspect too needs to be taken into account for failing to facilitate a man's involvement would continue burdening the woman. For example, it is as difficult for a single father with a daughter to use the gent's washroom as it is for a single mother with a son to use the ladies washroom.



With a Checklist for Gender Segregated Data

- Travel Patterns – Modal share – walking, cycling, IPT, bus, rail/metro, private vehicles – 2-wheeler or car. Re-define 'peak hour' for women.
- Experiential quality of the mode of travel & issues/problems faced.
- Comfortable walking and cycling distance.
- Mapping of the routes along with the mode. The data should be available in a GIS format.
- Trip Function – job, education, domestic chores, recreation, health.
- Travel with family/friends/kids/elderly/person with disability or alone.
- Housing – own/rental – single or shared/hostel.



Source: A video published by NDTV, 8th July, 2017
www.youtube.com/watch?v=6izjq0twisM



- Percentage having access to Internet on desktop/smartphone
- Comfort in using ICT/'Smart' technologies.



- Awareness/Knowledge of Emergency Helpline numbers/Apps/laws.
- Definition of harassment.
- Personal experience of harassment – staring/comments/touching/stalking.
- Experience of witnessing harassment and their response or reason behind choosing not to interfere.
- Confidence in approaching authorities – transport/Police/Employer or at Education institute.
- Emergency Response Time of Police.

And redesign Standards and Benchmarks

A re-look at the standards and benchmarks being followed is needed from the perspective of a female user who can be a young girl or an expecting mother or mother with infants or an elderly woman. For example, as highlighted earlier, the 500m walking radius would be suitable for an average build man but not for a woman. Changing this standard and providing services within shorter distances would encourage greater pedestrian movement thereby reducing carbon emissions and air pollution



And Increase Female Work Force Participation

In each sector policies to involve women and trans-people in the workforce are needed

TO MAINSTREAM GENDERED NEEDS IN THE TRANSPORTATION ECOSYSTEM

A person's commute from one point to another consists of four stages. These are:

- 1) First Mile Connectivity i.e. from origin to mode of public transport.
- 2) Waiting at the Bus stop/metro station.
- 3) Travelling in Public Transport.
- 4) Last Mile Connectivity i.e. from transit stop to one's destination.

Mostly, one walks or cycle or uses an Intermediate Para Transit mode (auto/cycle rickshaw/shared auto) for first and last mile connectivity. Though at times these modes do become the main mode of commuting as highlighted earlier, especially for women. Each stage and mode has its own issues which makes it unsafe and difficult for women.



1. Walking

Most women tend to walk. However, the current state of roads in our cities makes walking extremely unsafe. The absence of a dedicated footpath results in accidents and even fatalities. Even where footpaths do exist their poor condition makes it difficult for one to walk. Along with proper provision of a footpath these also need to be made accessible for people with any form of disability.



2. Cycling

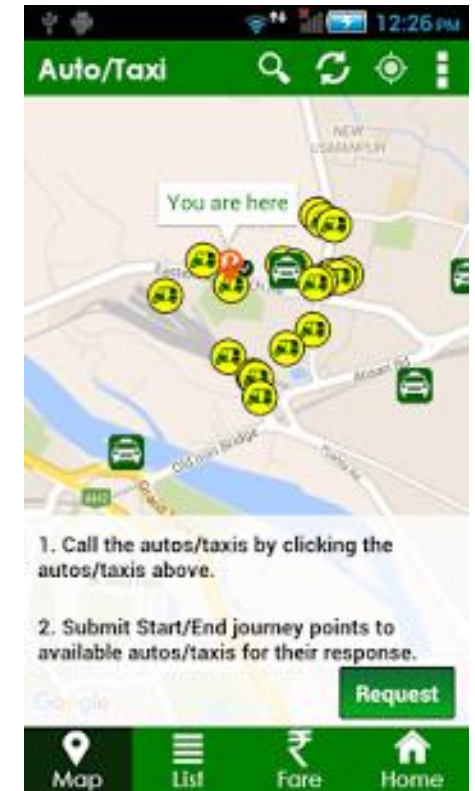
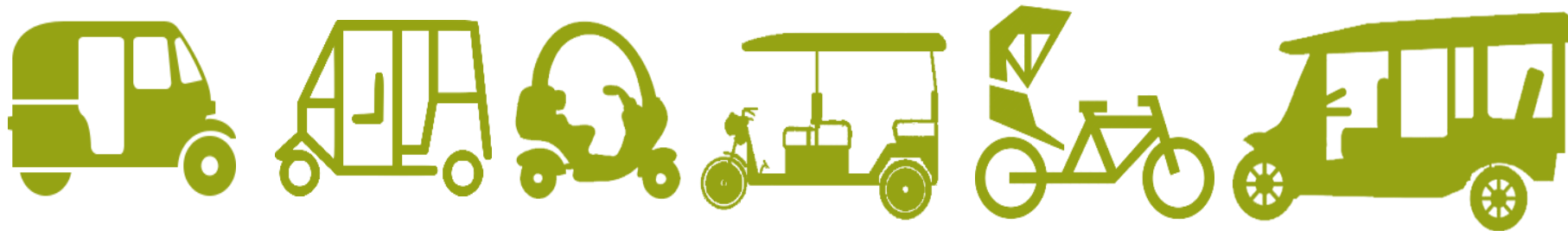
Second to walking, cycling is the most preferred mode of commuting for women. It reduces time poverty compared to walking and is non-polluting. However, the lack of provision for cycling makes it a less preferred option. Developing a city level cycling plan entails providing an entire network of cycle tracks and not just creating cycle tracks along a few isolated stretches of road. A Public Bicycle Sharing system can also be put in place.



3. Intermediate Para Transit

Autos, Shared Autos, E-rickshaws, Cycle Rickshaws, Taxis

Intermediate para-transit facilities are a critical means of achieving last mile connectivity especially for reducing time poverty. Shared facilities not only reduce travel time but also travel cost hence making them a desirable option. However, these are also the most unsafe and a hotspot for sexual harassment. Individual autos and taxis though safer are more expensive and hence not an option for most women.



4. Waiting at the Bus Stop/Metro Station

Sexual harassment is rampant while waiting for public transport, though it is more common at bus stops than in the rail/metro stations. However, cases of staring and cat-calls are not unheard of at the metro station/rail platforms. The lack of mechanisms to report these incidences at bus stops adds to the problem along with the fact that bus stops are located along the roads whereas metro/rail stations are distinct public places in themselves.



5. Travelling by Bus/Rail/Metro

Bus/rail/metro are the mass rapid transit modes which are often designed for long distance travel. However, as discussed since women make shorter trips, the frequency and routes of these modes does not cater to them. Overcrowding in these modes paves the way for sexual harassment.



6. Public Places

Currently, women's participation in the public places is less owing to less time and the fact that these spaces are unsafe. Making these spaces safe will encourage women to come out more making these more inclusive in return.



7. Sanitation

Proper sanitation facilities for women and transgender in public places and work centers are a must to enable their inclusion and participation.



The Public Loo Locator

The three Municipal Corporations of Delhi are working on an app to locate all the 1800 public toilets in the city. Users will be able to give feedback if these are not clean or lack basic amenities such as water taps. The South Delhi Municipal Corporation provided location of 900 public utilities; North Delhi Municipal Corporation 350 and EDMC 550.

“Our three agencies are currently busy with the geo-tagging of all public toilets in their jurisdiction. The process included identifying the latitude and longitude location of each toilet and marking them on google map as well so that the people can easily locate them,” said an official from IT department, South Delhi Municipal Corporation.

Source: <http://www.hindustantimes.com/delhi-news>

THE PUBLIC LOO LOCATOR

North Delhi Municipal Corporation has 1,163 urinals, 499 community toilets, 41 women toilets and 318 waterless urinals in six zones. The pilot project will kick off from Karol Bagh



There are 210 toilet complexes in Karol Bagh

Based on your location, the GPS will track all the nearest public toilets & show them on the map.

Why is it important: People often claim that toilets are either difficult to locate or poorly maintained. Recently, an e-rickshaw driver was killed for stopping some persons from peeing on the road

Rulebook: You may be fined up to ₹500 for public urination

IMAGE: GOOGLE MAPS



*What is seen is assessed,
What is assessed is counted,
What is counted is planned,
What is planned is budgeted,
What is budgeted is implemented,
What is implemented is used,
What is used is seen,
What is seen is assessed....*

**Let us see that different genders have different needs.
Let us make cities that work for all!**

For more information

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