

loiter city

spatial strategies to redefine a woman's place in a public realm



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P4 Presentation
27.05.2021

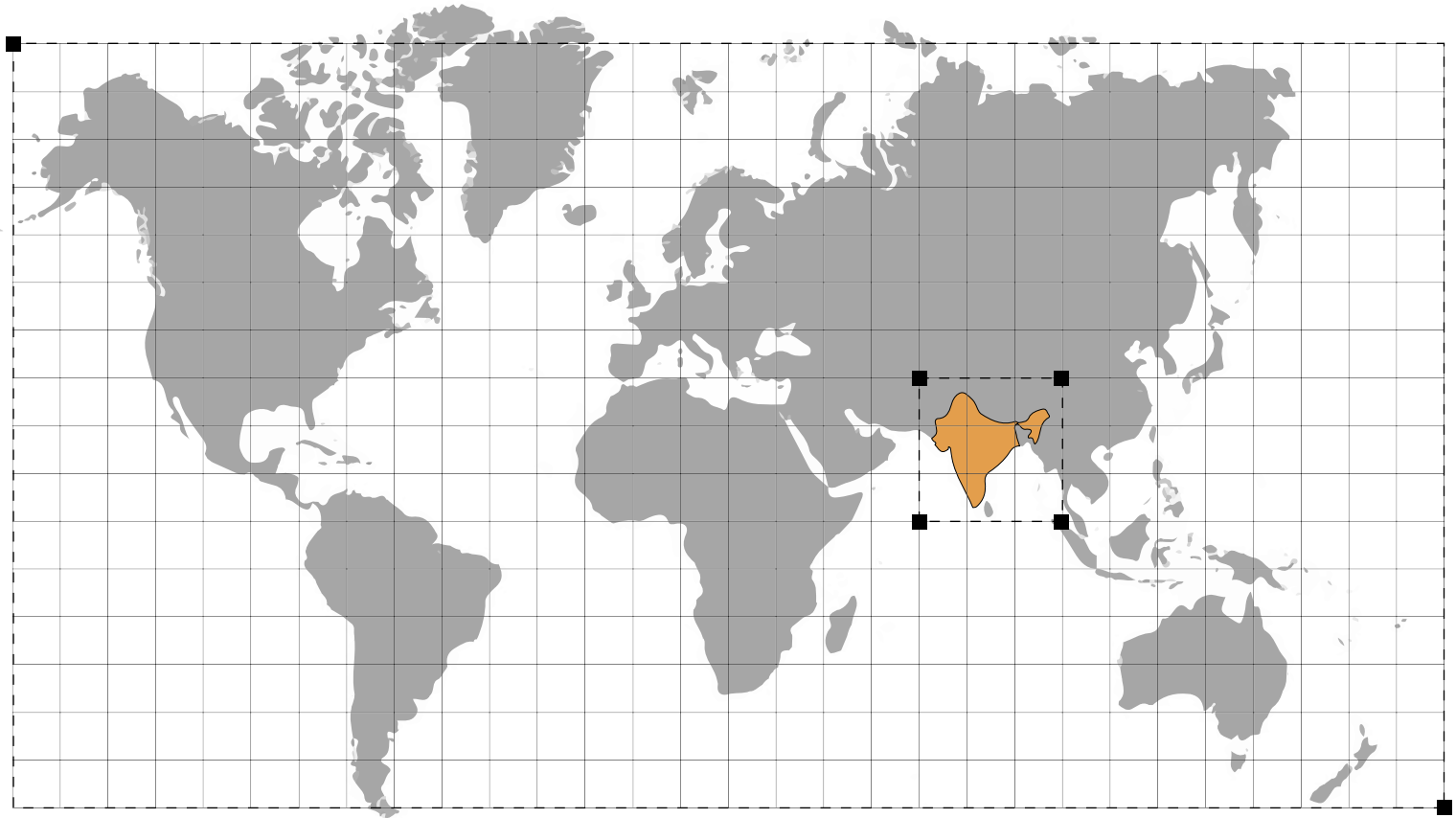


Fig 1: World map showing India, Drawn by Author

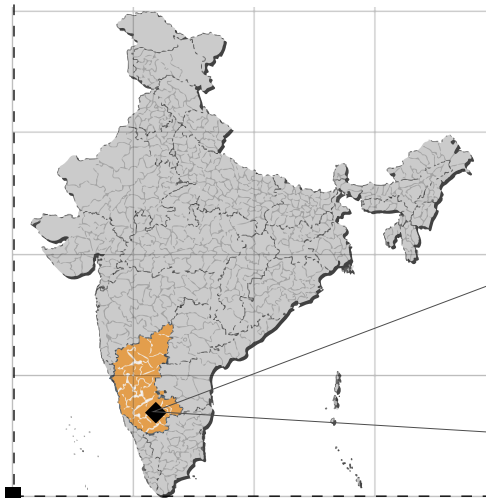


Fig 2: India map, Drawn by Author

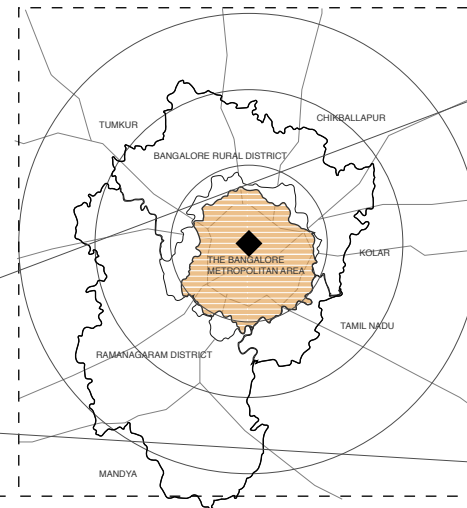


Fig 3: Bangalore Region Map, Drawn by Author



Fig 4: Bangalore City Map, Source: Open street maps

An Indian Perspective

narrative of the presentation



GENDER EQUALITY
IS NOT JUST A WOMEN'S ISSUE...
IT'S A PEOPLE'S ISSUE!!

Image 1: Necessity for Gender Equality in India
Source: Google Images

LOITERING

The act of remaining in a particular public place for a protracted time, without any apparent purpose.



Image 2: A man loitering in the streets of Delhi
Source: abcnews.com



Image 3: Crowd on the Indian streets
Source: Opensource

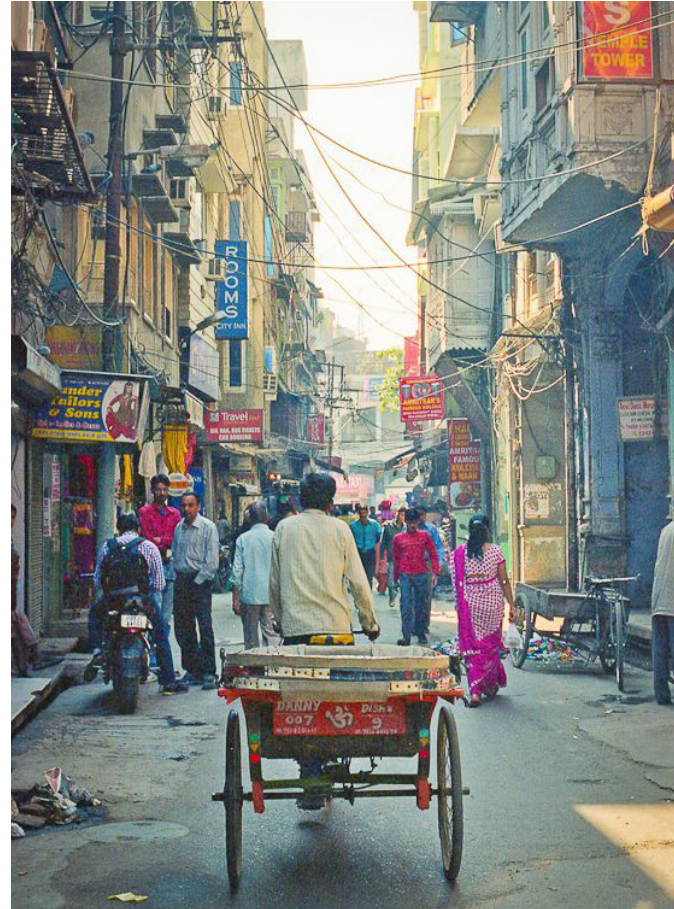


Image 4: A cart driver in a commercial street
Source: abcnews.com

Street Life

Indian public street life



Images 5,6,7,8: Men occupying the public spaces
Multiple sources

Gendered Expectations

What is the relationship between culture and gender perceptions?



Images 9,10,11,12: Women with a purpose on the Indian streets
Multiple sources

Gendered Expectations

What is the relationship between culture and gender perceptions?

gender - social relationships; cultural construct



Image 13: Traditional Gender Roles
Source: Dylan, 2017

Gender vs Sex

Social relationships between people and society



Image 14: Need for Gender-Inclusivity
Source: Google Images

“Oh, come on!”

New bodies in the city

What is the reaction to the new users of the public realm?



Image 15: Men gawking girls by the Marina Beach, Mumbai
Source: Google Images

Objectification

What is the reaction to the new users of the public realm?

Women - Illegitimate users of public space

In a patriarchy like India, women, while trying to reenvision their roles, are met with strong **cultural pushback and systemic resistances** that constrain them in traditionally domestic roles of the private realm.

Any desire to expand or restructure their position in the society is ignored or persecuted in extreme cases because cities are spatial and organisational expressions of social relations which are based as much **on power and conflict** as on cooperation and consensus (Beall J, 1996, p.10).

The demands of women in Indian cities are met with **indifference, conflict and dissent** that manifest into violent encounters which further restricts accessibility and mobility for women. The strategic and practical needs of women in **asymmetric power relations** have been ignored, making public spaces uncomfortable and impractical for providing real inclusivity to women.

Systemic Resistance
Cultural pushback
Conflicts of identity

Implication of bias

Economic Disadvantages
Safety of Self
Invisible in Planning



Image 16: Women's pleasure seeking activity is considered offensive

Problem Statement

How does planning address Gender Inequalities?

The project argues that there is an urgent need to rethink the existing planning and **design disciplines through a gender** perspective and study their implications on women's role in Indian society. It tackles the notions of gendered exclusions and explores various **discourses around citizenship** and what it means to have legitimacy for women.

The project aims to facilitate inclusive gender policies in urban design and planning disciplines to create a just, safe and **collaborative environment for women** that would tackle the systemic socio-cultural and political resistances in Bangalore, India. It aims to recognise and bridge the **knowledge gap** and propose strategic frameworks to empower women's position as legitimate users of the public realm by giving them **unconditional rights of a citizen.**

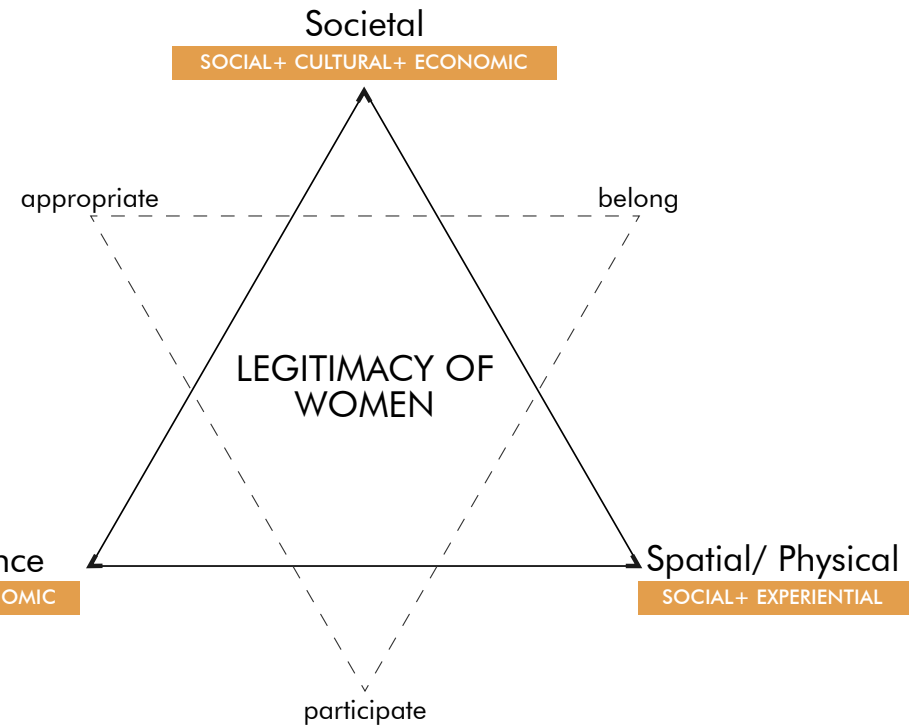
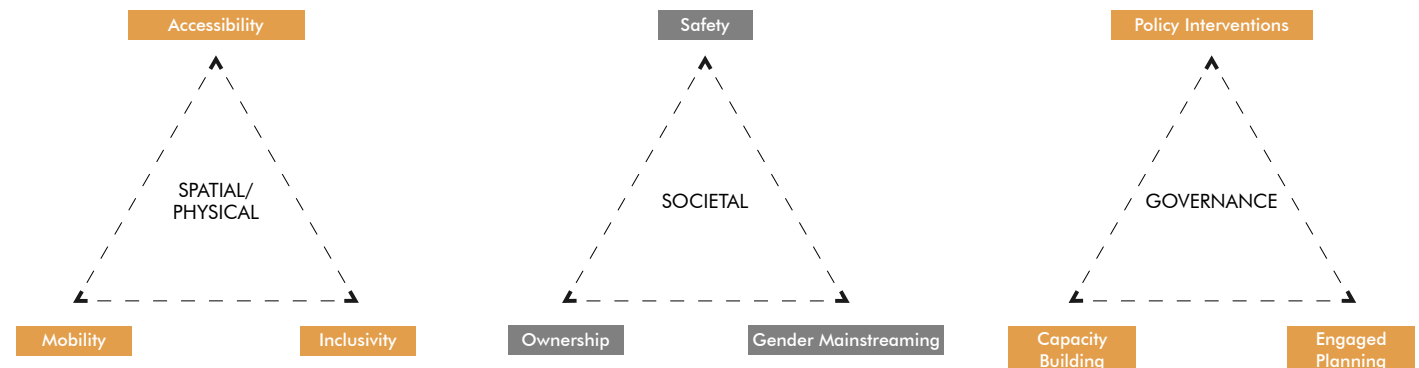


Fig 6: Creating legitimacy in public spaces



Research Aim

Achieving legitimacy through Spatial Interventions

SQ3. What are the systemic deficiencies in planning systems that build barriers for women from different economic backgrounds towards **equitable ownership and access** to opportunities?

Expose

SQ4. How do planning and decision making systems operate within the **asymmetric power relations** between genders in India?

Propose

SQ5. What are the spatial strategies and design principles that can create conditions for gender equality in public spaces, while offering higher **safety, acceptance and accessibility** to resources?

SQ6. How can collaborative governance structures bridge the gap between the **grassroots initiatives and policy-making systems** in ensuring gender sensitivity in cities?

How can **gender-inclusive urban planning** create a framework for a just and equitable society for women in Bangalore?

SQ7. How can an empowerment approach advocate and encourage the restructuring of traditional gender roles and provide **women legitimacy** within the public realm?

SQ8. What is the alternate scope of spatial planning in the context of gender disparity and oppressive practises to **facilitate socio-spatial justice**?

Politicise

Analyse

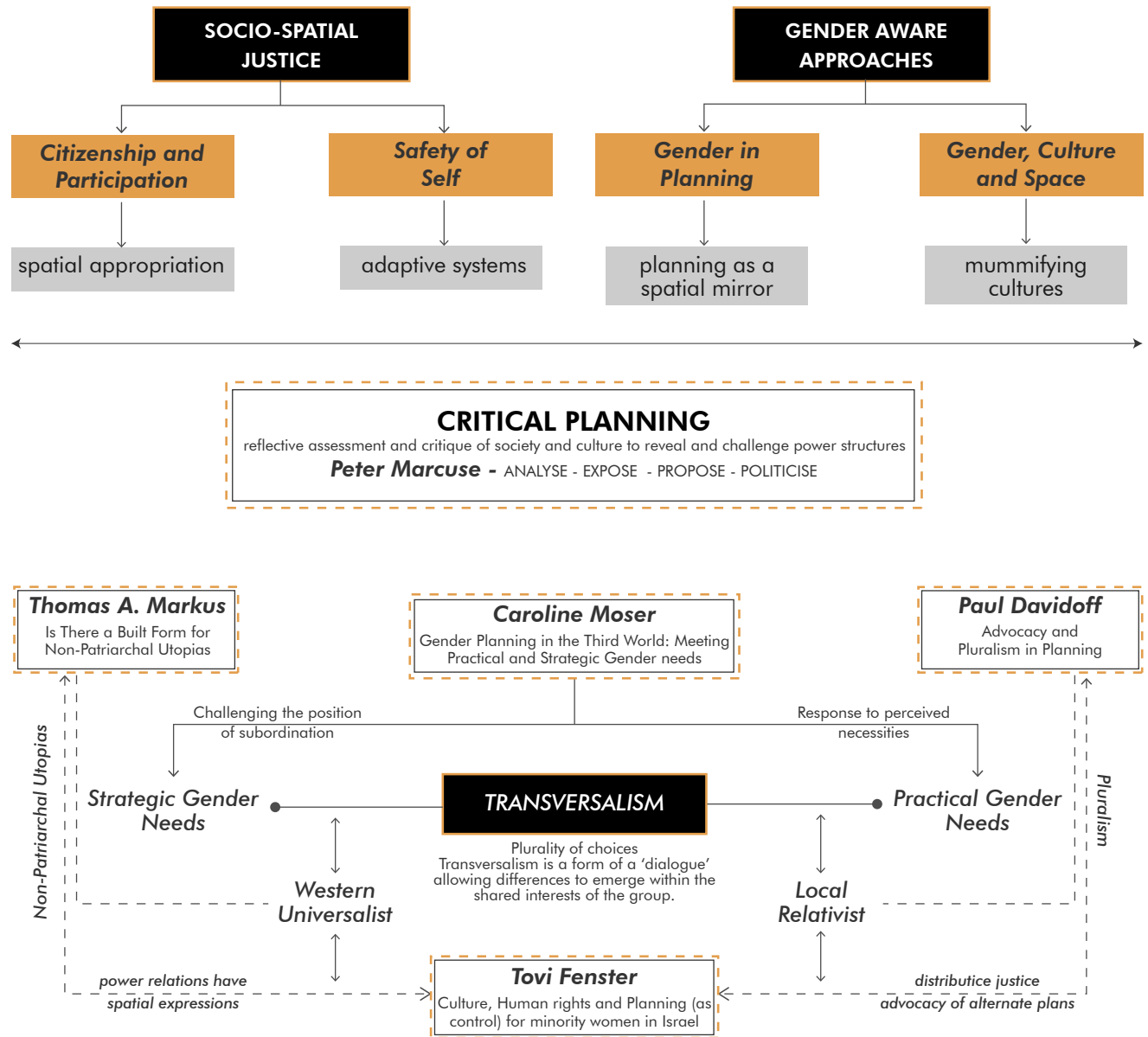
SQ1. What are the different cultural taboos and gendered expectations prevalent in urban spaces that **alienate and endanger women**?

SQ2. How does the private development's idea of safety and comfort influence the quality of the public edge and women's experience in it?

Research Questions

Developing the research questions through radical approaches

Fig 7: Notions to theories



Strategic Gender Needs

- identifies women's subordinate position to men in their society.
- These needs present the 'universalist' viewpoint.

Practical Gender Needs

- identifies needs in their socially accepted roles in society.
- Practical gender needs reflect a 'relativist' viewpoint

Western Universalist

- human rights by international law to be the right held equally by every individual by virtue of his or her humanity

Local Relativist

- different civilizations have different cultures, which need to be understood and judged within their own terms.

Tranversalism

- Transversalism is a form of a 'dialogue' participants bring awareness of their own roots and identities

Pluralism in Planning

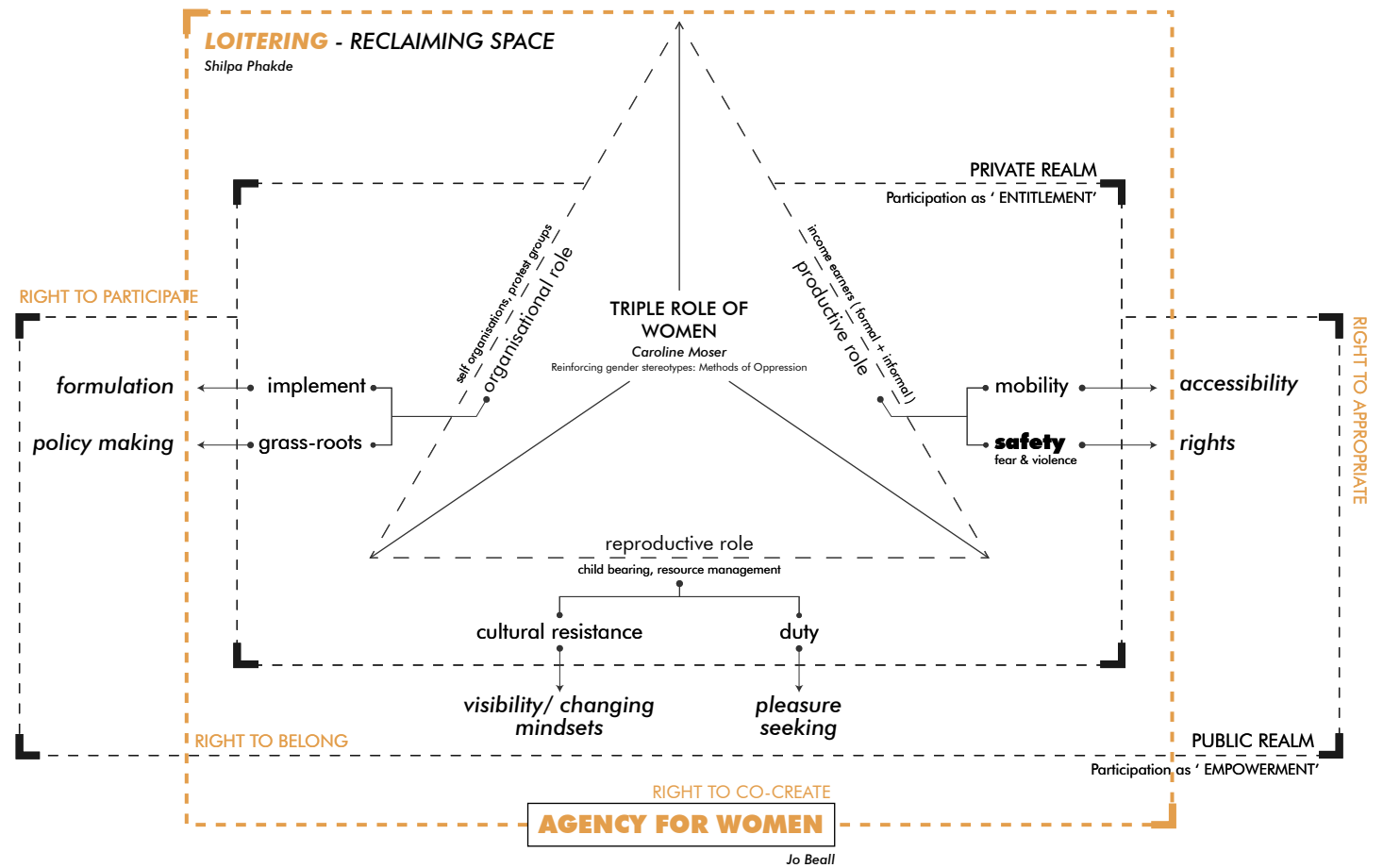
- planning must be structured and practiced to account for unavoidable bifurcation of the public interest.

Theoretical Framework

Gathering the theoretical knowledge from the Literature Review

Fig 8: Theories to Concepts

Fig 9: Conceptual Framework



TRIPLE ROLE OF WOMEN

Moser, C. O. (1989). *Gender planning in the Third World: meeting practical and strategic gender needs*. World development, 17(11), 1799-1825

CITIZENSHIP AND PARTICIPATION

Beall, J. (1996). *Participation in the city: where do women fit in?*. Gender & Development, 4(1), 9-16.

Tovi Fenster (2005): *The Right to the Gendered City: Different Formations of Belonging in Everyday Life*, Journal of Gender Studies, 14:3, 217-231

LOITERING - AN ACT OF PLEASURE

Phadke, S., Ranade, S., & Khan, S. (2009). *Why Loiter? Radical possibilities for gendered dissent*. In M. Butcher & S. Velayutham (Eds.) *Dissent and cultural resistance in Asia's cities* (pp. 185-203). London and New York, NY: Routledge.

$$[\text{Triple role of women + LOITERING as an act of resistance}] \times \text{Feminist Urbanism} = \text{LEGITIMACY OF WOMEN}$$

$$\text{RIGHT TO [PARTICIPATE + BELONG + APPROPRIATE + CO-CREATE]}$$

Research by Literature

Conceptual Framework

Developing a roadmap towards legitimacy

SCOPE OF THE PROJECT

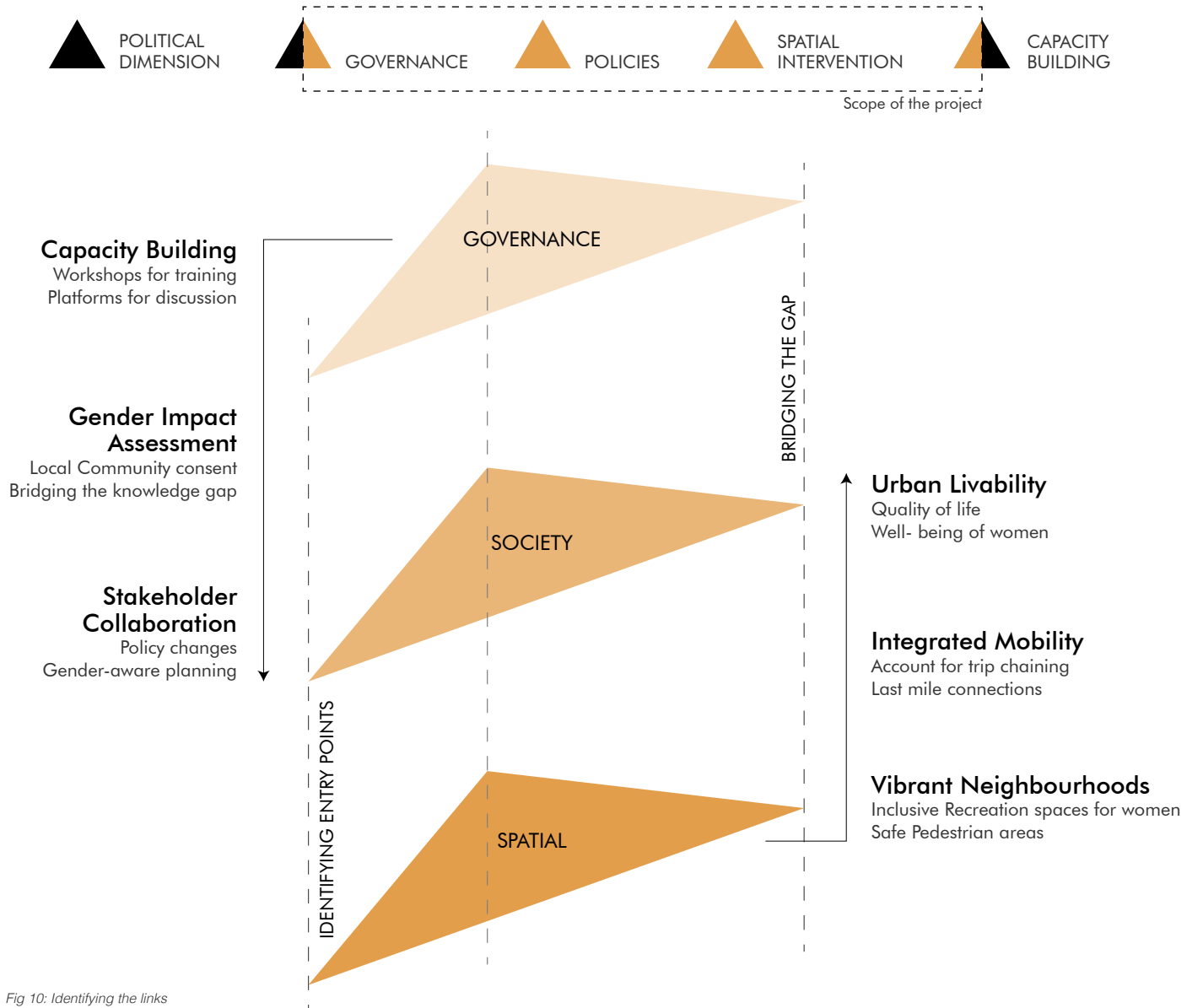

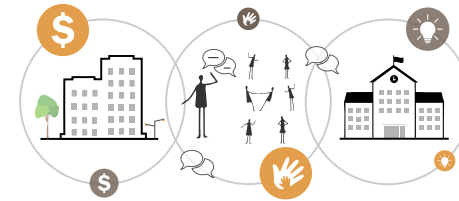


Fig 10: Identifying the links

Linking conceptual framework to Space

Deriving outcomes

Governance to Society 



Stakeholder Collaboration
Policy changes
Gender-aware planning

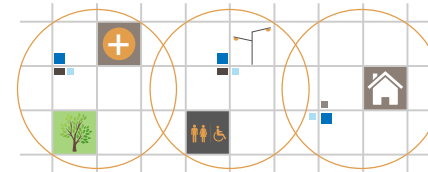


Capacity Building
Workshops for training
Platforms for discussion

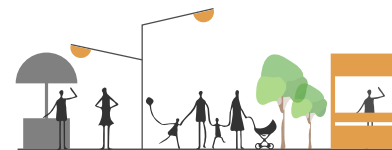


Gender Impact Assessment
Local Community consent
Bridging the knowledge gap

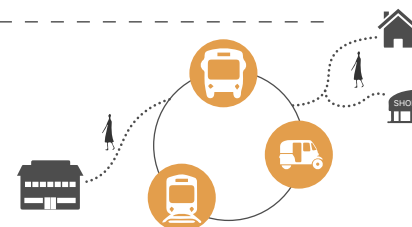
Vibrant Neighbourhoods
Inclusive Recreation spaces
Safe Pedestrian areas



Urban Livability
Quality of live
Well-being of women



Integrated Mobility
Account for trip chaining
Last mile connections



 Spatial to Society

Principles
Spatial Dimension

Fig 11: Principle Matrix



- INCOME GROUPS:**
1. Domestic help
 2. Street Vendors
 3. Pourakarmikas - Street Cleaners

- AGE GROUPS:**
1. College Students
 2. School girls

- SOCIAL GROUPS:**
1. Women with her kids
 2. Women travelling for work
 3. Women volunteering for community development

Fig 12: Target groups

User Groups

Who is the project targeting?

Analyse

- SQ1. What are the different cultural taboos and gendered expectations prevalent in urban spaces that **alienate and endanger women**?
- SQ2. How does the private development's idea of safety and comfort influence the quality of the **public edge and women's experience** in it?

Expose

- SQ3. What are the systemic deficiencies in planning systems that build barriers for women from different economic backgrounds towards **equitable ownership and access** to opportunities?
- SQ4. How do planning and decision making systems operate within the **asymmetric power relations** between genders in India?

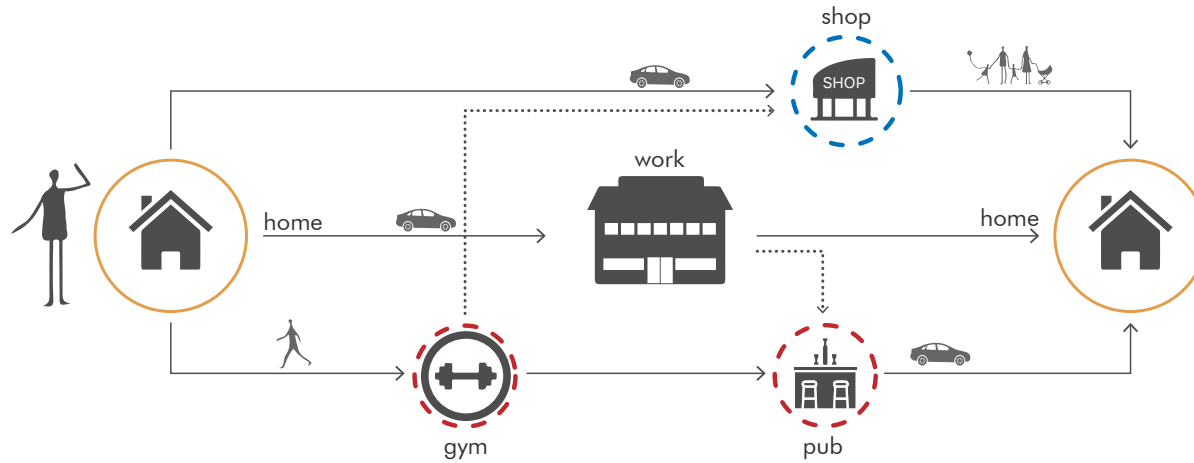


Fig 13: Men's travel patterns

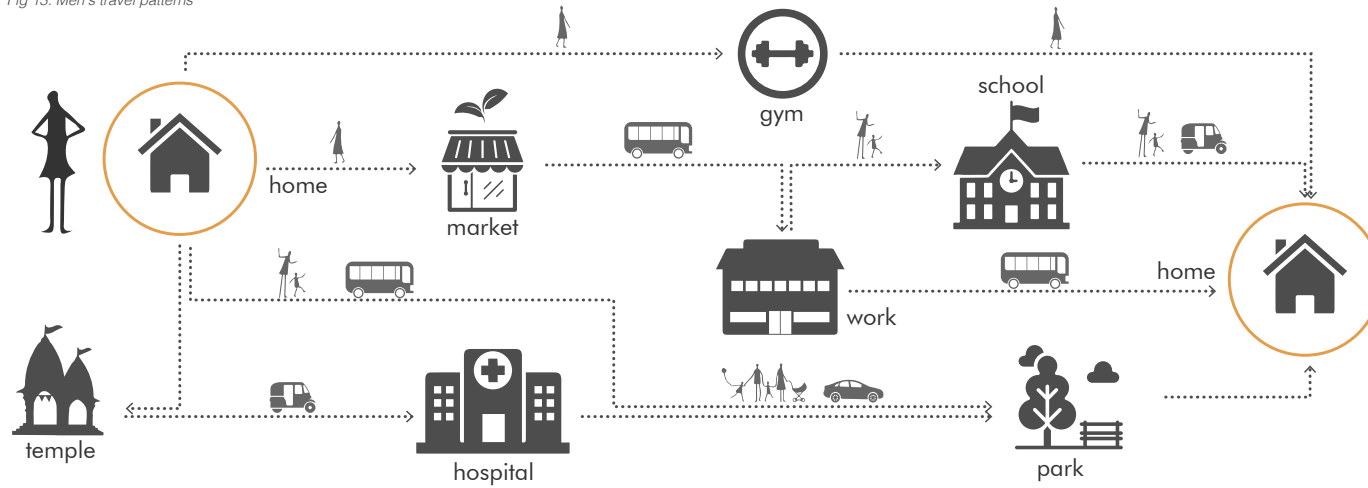


Fig 14: Women's travel patterns

Research by Lived Experiences

Gender and Travel

How do men and women travel differently in a city?

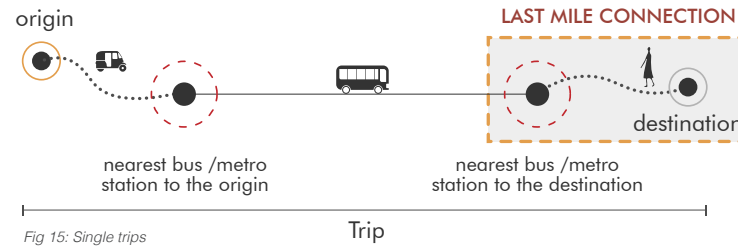


Fig 15: Single trips

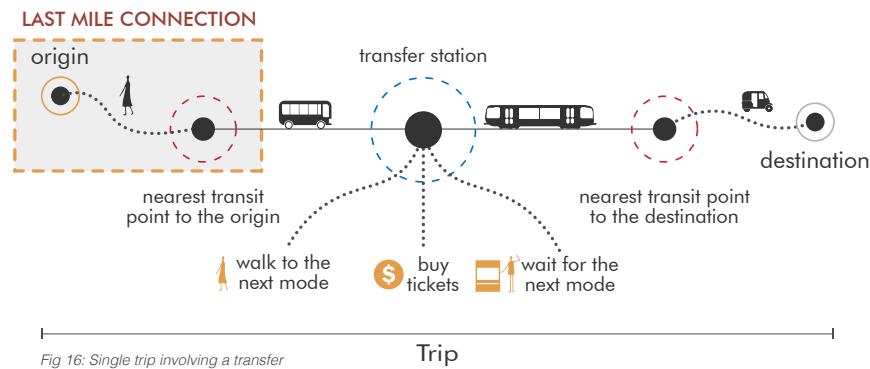


Fig 16: Single trip involving a transfer

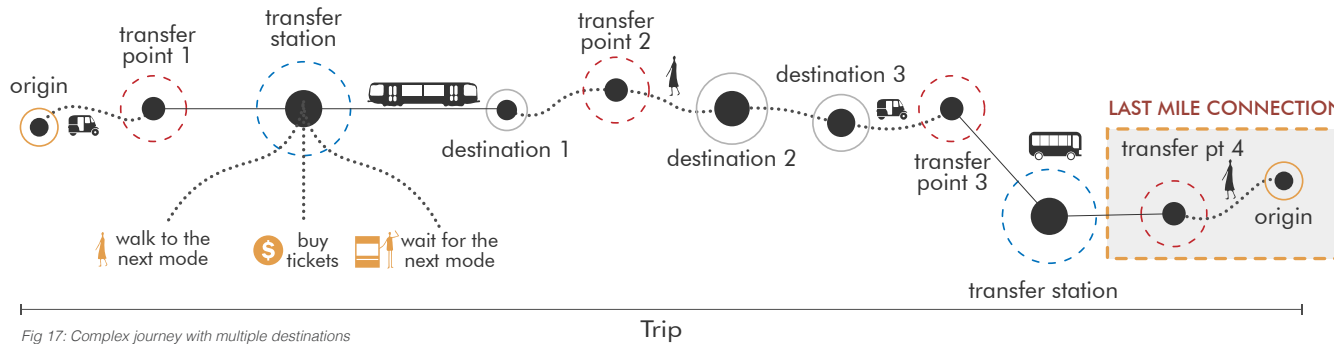
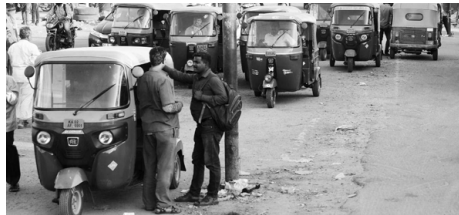


Fig 17: Complex journey with multiple destinations

Research by Lived Experiences

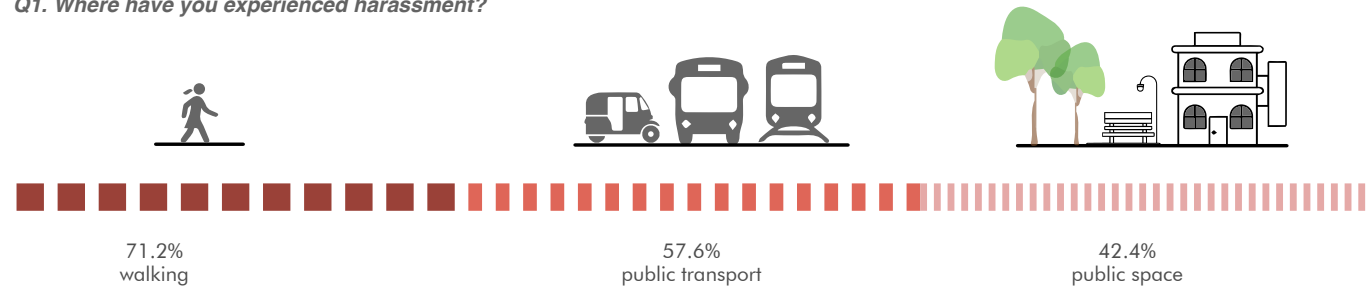
Journey Patterns

Understanding the Lastmile connection



Img 17,18,19,20: Different Modes of Transport.
Source: Google Images

Q1. Where have you experienced harassment?



Q2. How vulnerable do you feel using the following modes of transport?



Q3. How safe or comfortable do you feel at the waiting areas of -

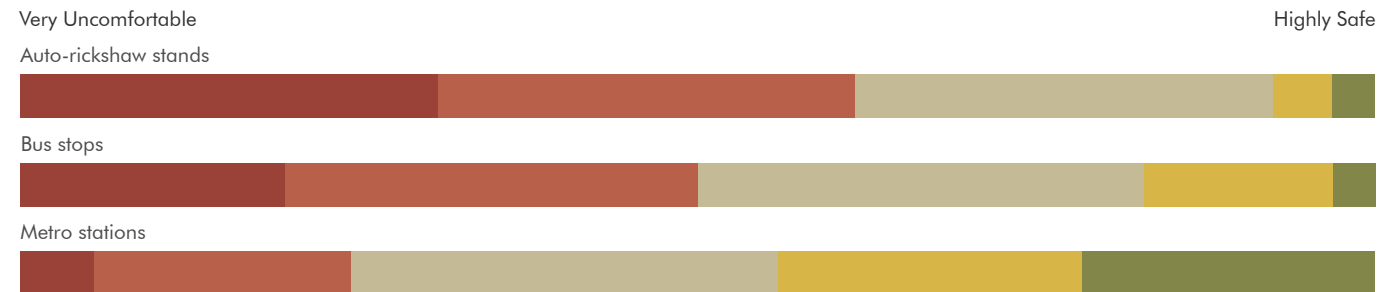


Fig 18: Survey results

Research by Lived Experiences

Experiences in the city

Understanding the Lastmile connection

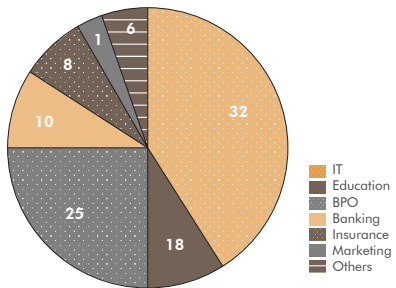


Fig 19: Census report of women employees in Bengaluru

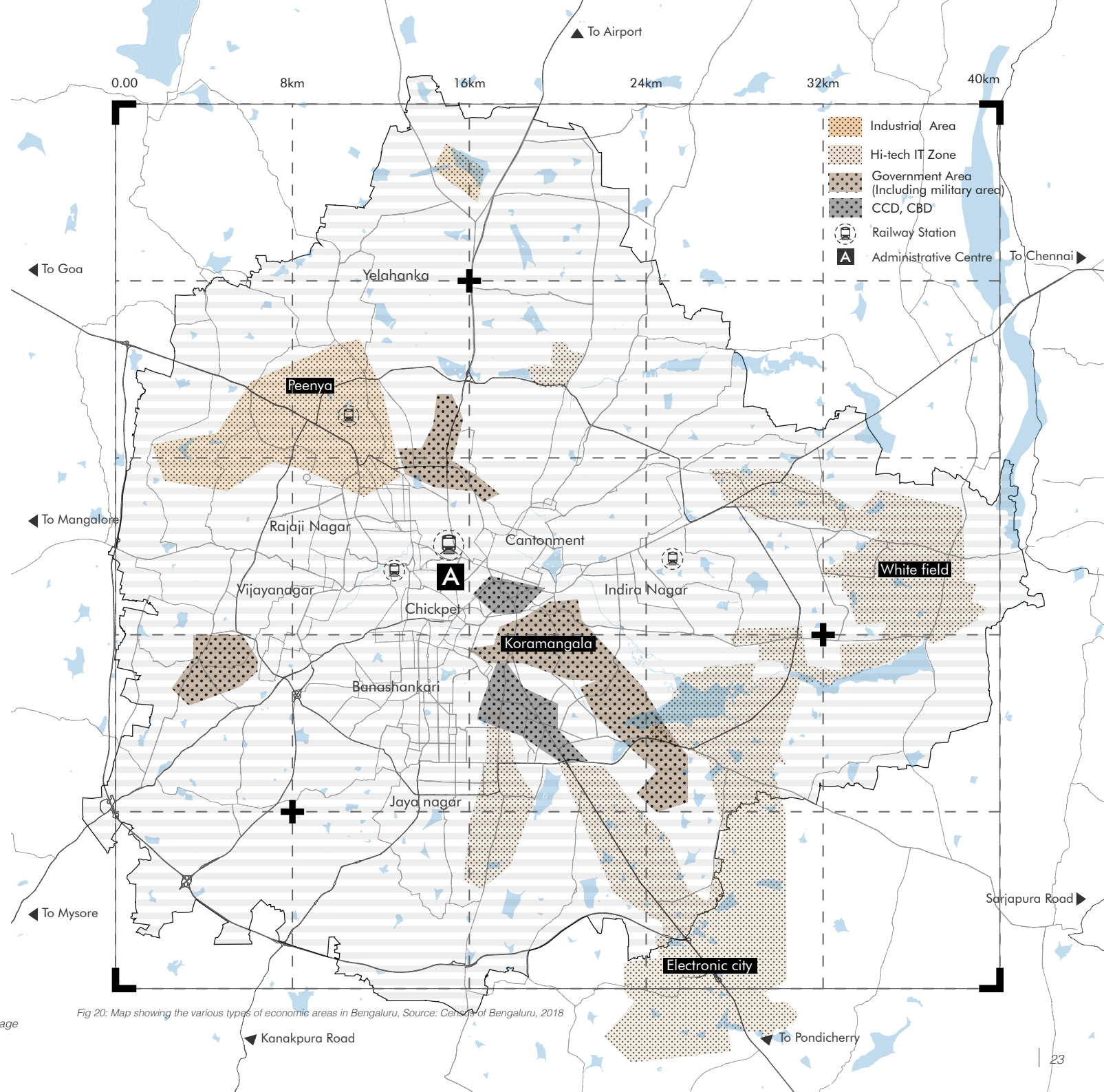


Fig 20: Map showing the various types of economic areas in Bengaluru, Source: Census of Bengaluru, 2018

Research by Spatial Analysis

Economic Centres

Mapping the evolution of the city with economic concentrations at each stage

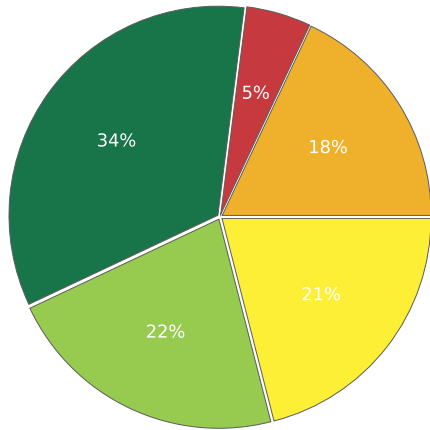


Fig 21: Pie chart showing the overall rating under the nine parameters

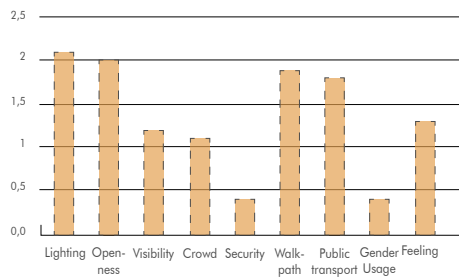


Fig 22: Average audit parameters in Bengaluru (on a scale of 3)

Research by Safety Audits

Bengaluru - Safety Analysis

To study the safety levels of Bengaluru using safety audit.

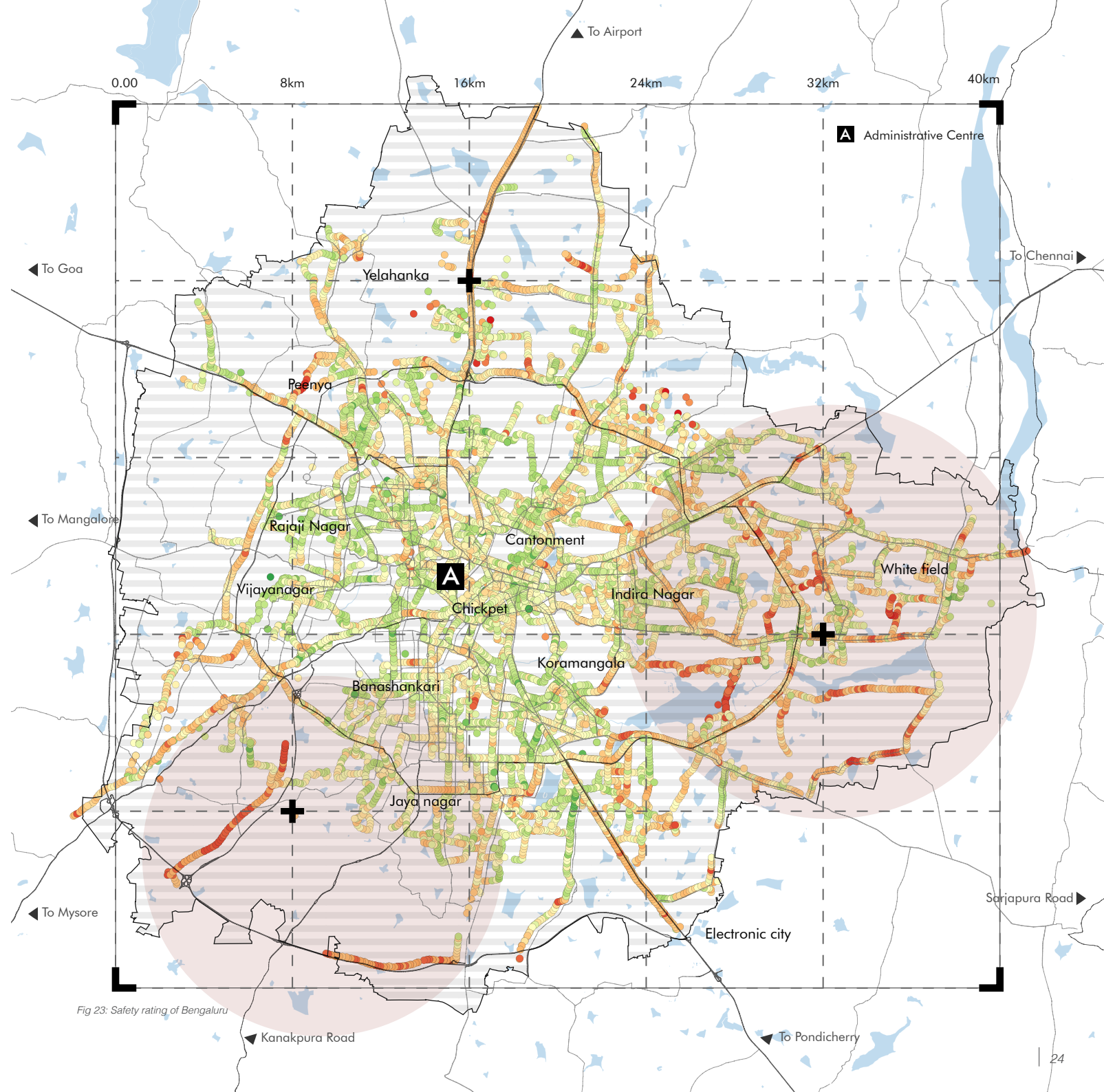


Fig 23: Safety rating of Bengaluru



Fig 24: Map showing the Strategic Areas for further analysis

Research by Spatial Analysis

Identifying Strategic Areas

Overlapping the women's economic area with vulnerable areas



Fig 25: Map showing the extents of Bellandur

Research by Field Work

Strategic Area A - Bellandur



Fig 26: Map showing the economic centres

Regional Scale

Pedestrian Infrastructure

Analysing the pedestrian infrastructure



Fig 27: Map showing residential areas of different incomes

Regional Scale

Pedestrian Infrastructure

Analysing the pedestrian infrastructure

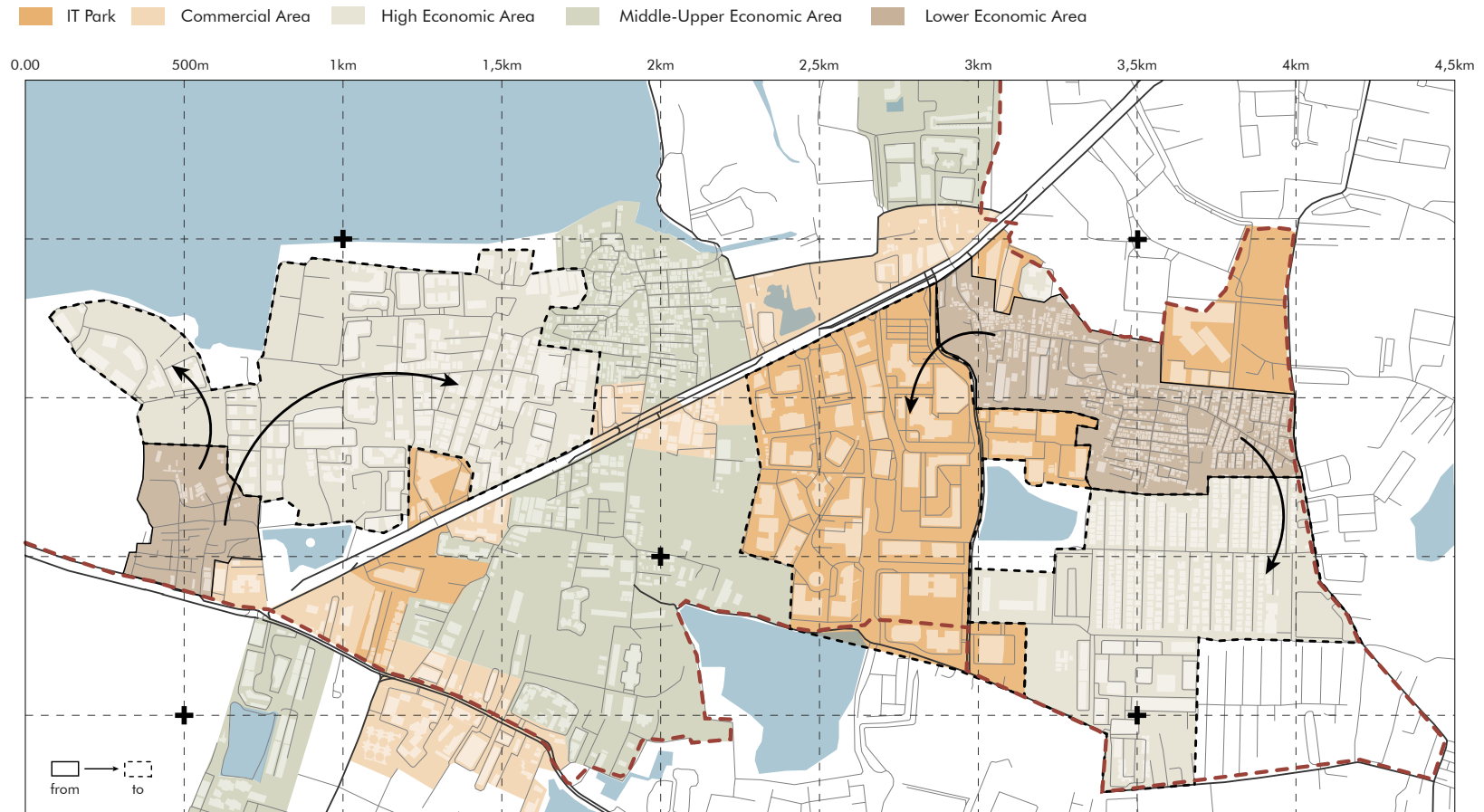


Fig 28: Map showing internal movement of women within the area

Regional Scale

Pedestrian Infrastructure

Analysing the pedestrian infrastructure

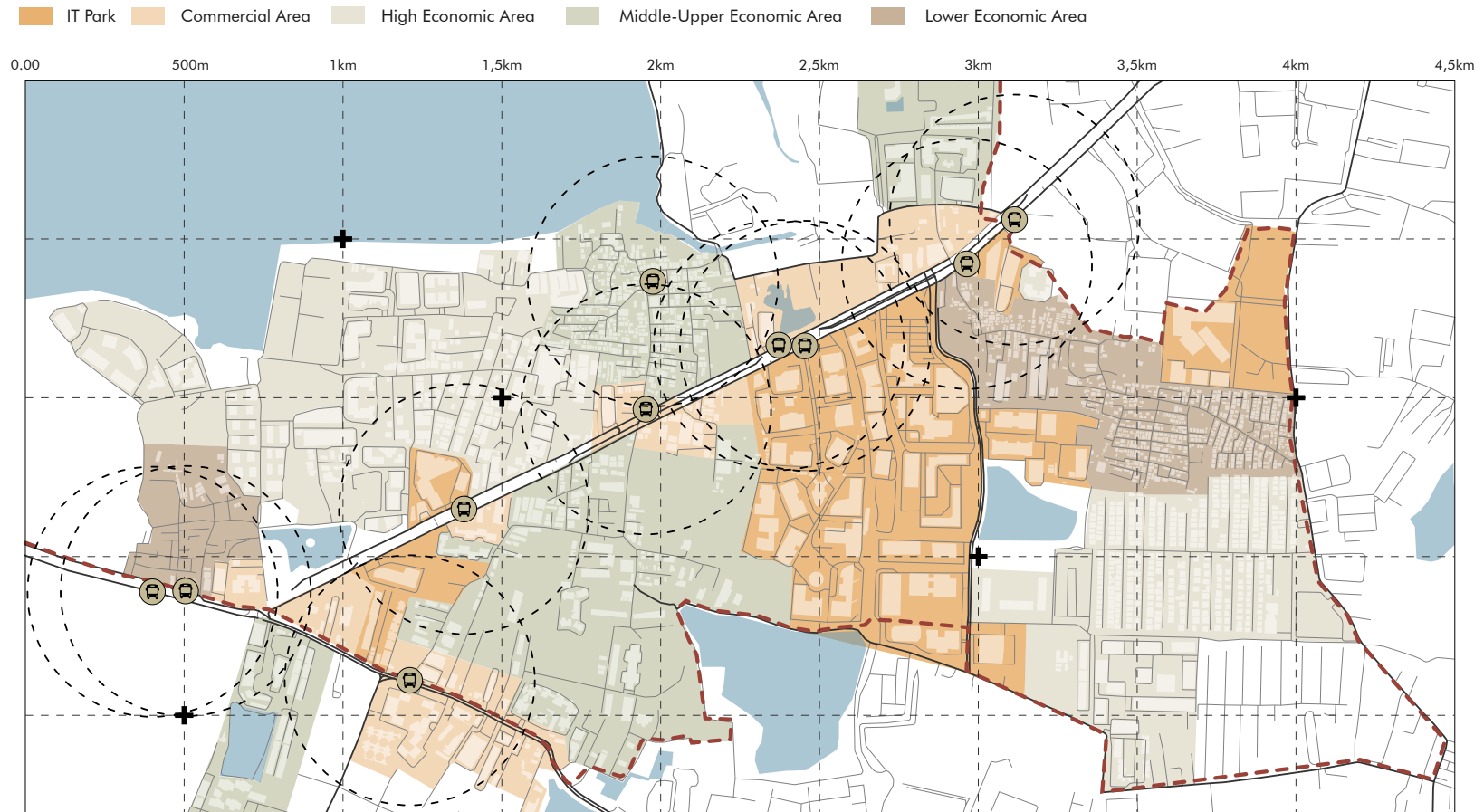


Fig 29: Map showing the accessibility of bus services to women from different economic backgrounds

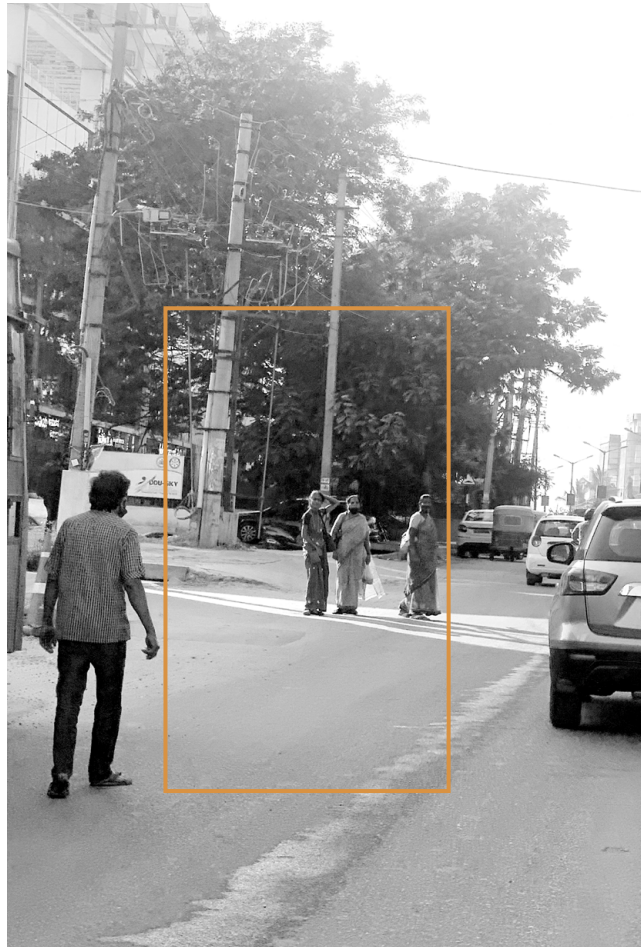
Regional Scale

Women's Mobility Patterns

Exposing the shortcomings in the current infrastructure patterns



Img 21: Lack of safe crossings for women
Source: Author



Img 22: Lack of safe crossings for women
Source: Author



Img 23: Unsafe pedestrian infrastructure
Source: Author

Regional Scale

Pedestrian Infrastructure

Analysing the pedestrian infrastructure

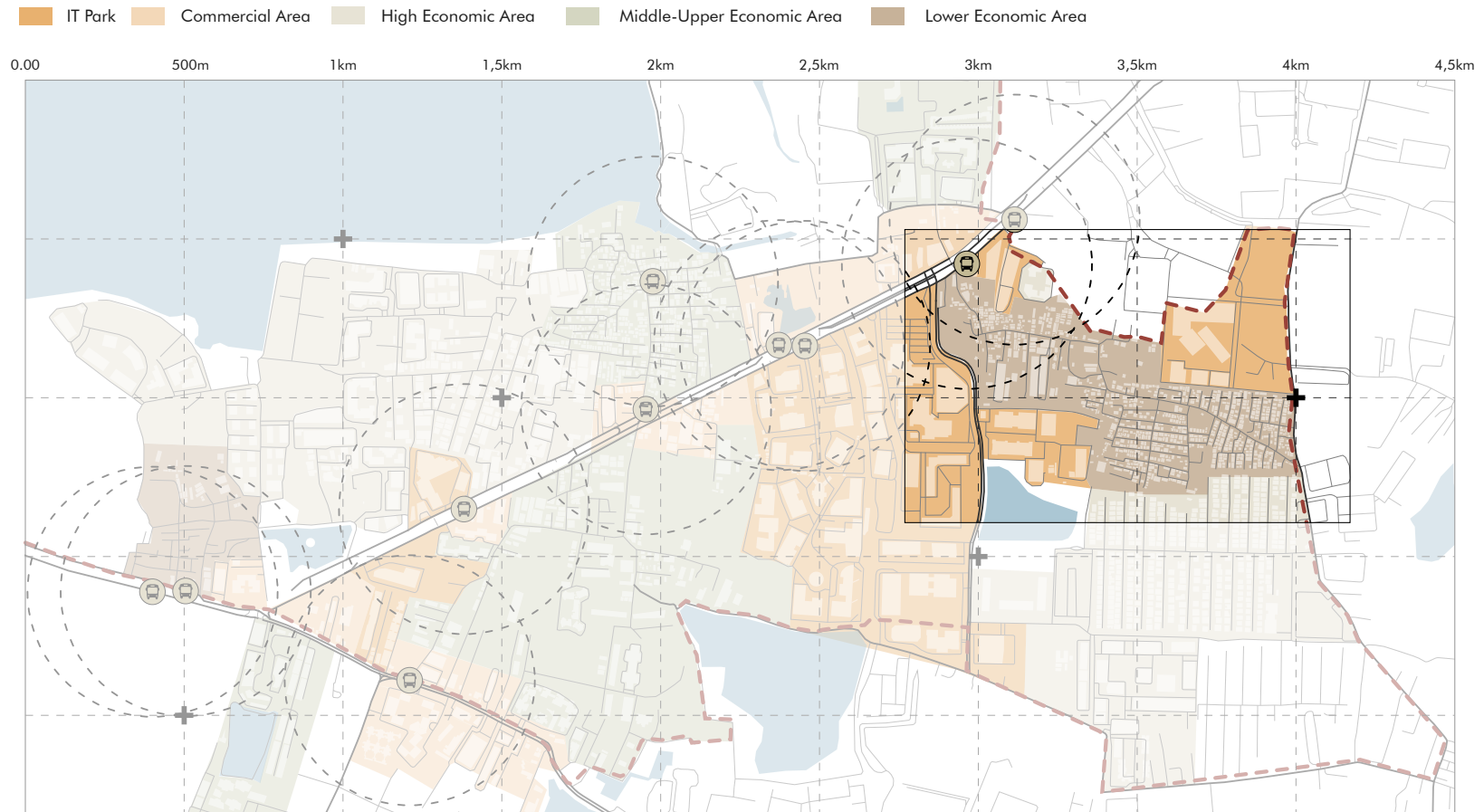


Fig 30: Map showing the accessibility of bus services to women from different economic backgrounds

Regional Scale

Women's Mobility Patterns

Exposing the shortcomings in the current infrastructure patterns

Neighbourhood Scale

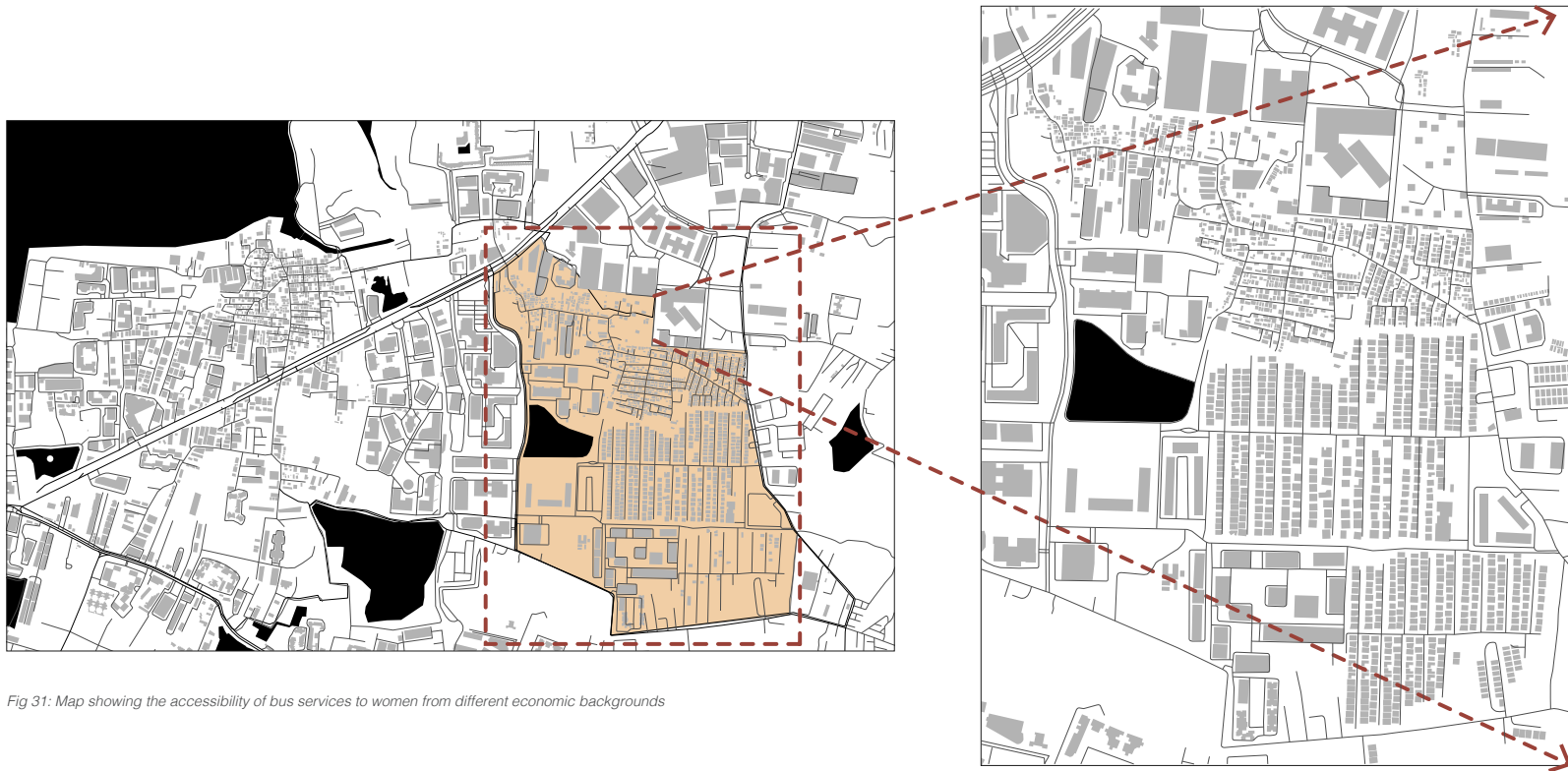


Fig 31: Map showing the accessibility of bus services to women from different economic backgrounds

Economic Distribution

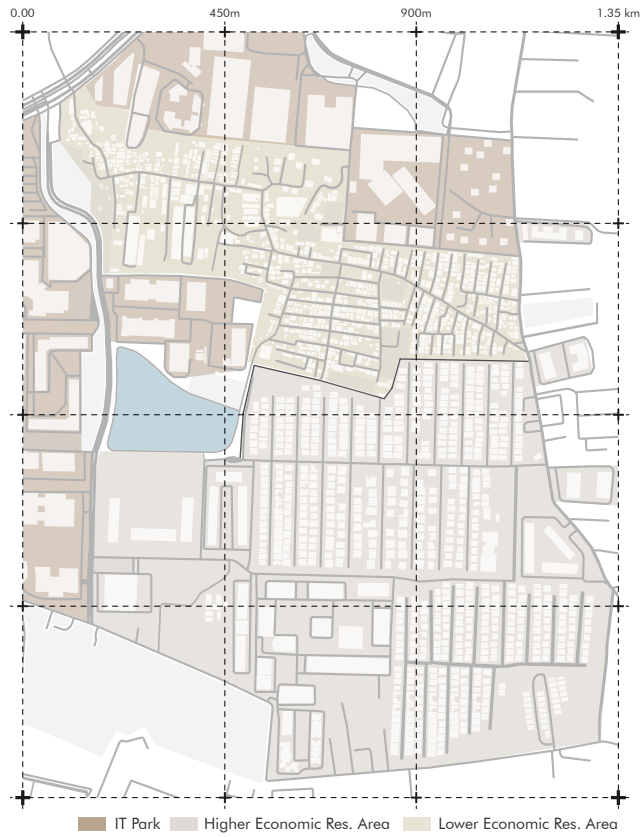


Fig 32: Map showing the zoom-in with economic distribution

Access

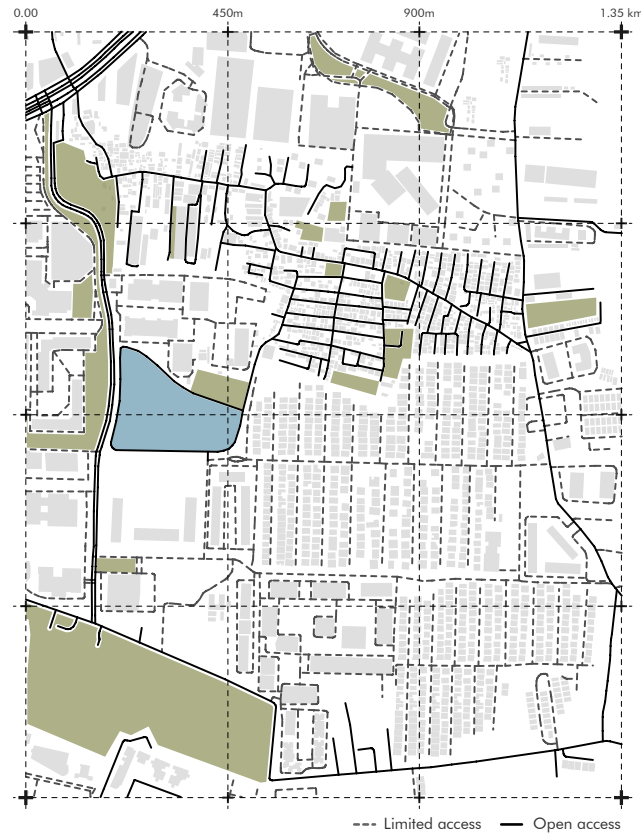


Fig 33: Map identifying vulnerable areas

Fragmentation



Fig 34: Map identifying vulnerable areas

Neighbourhood Scale

Neighbourhood Analysis

Analysing the accessibility and barriers of women



Img 24: Image showing kids playing
Source: Author

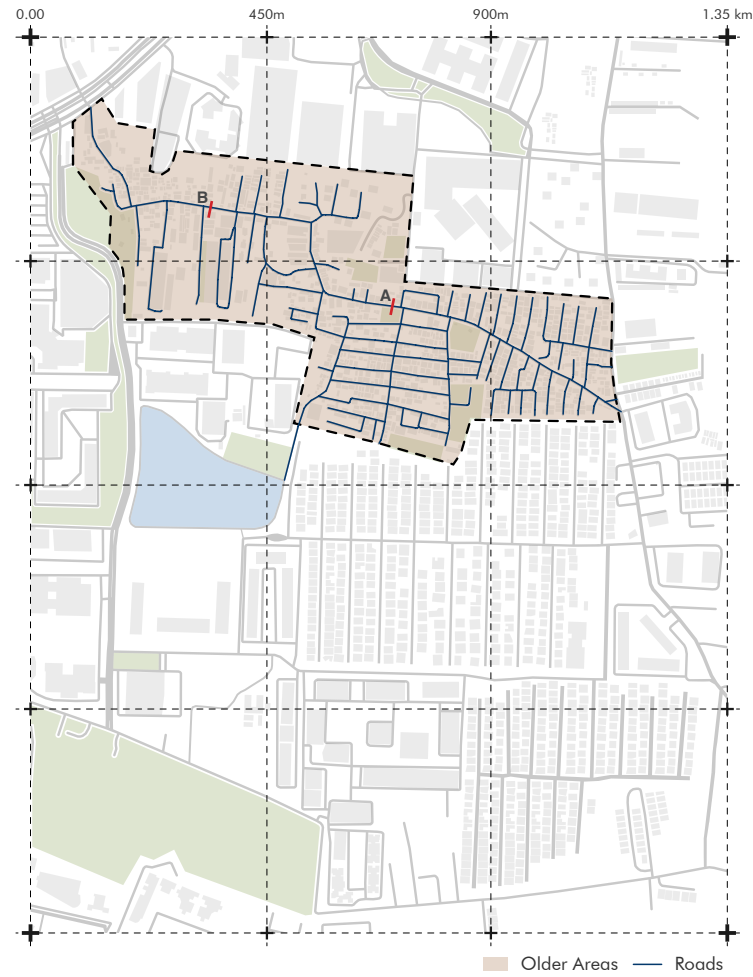


Fig 35: Map identifying low-income areas

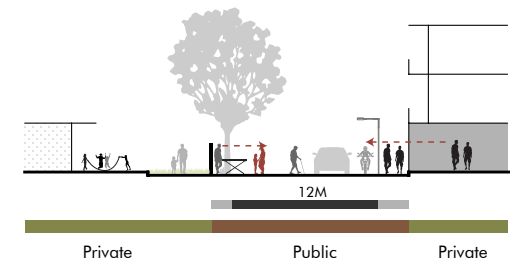


Fig 36: Section A

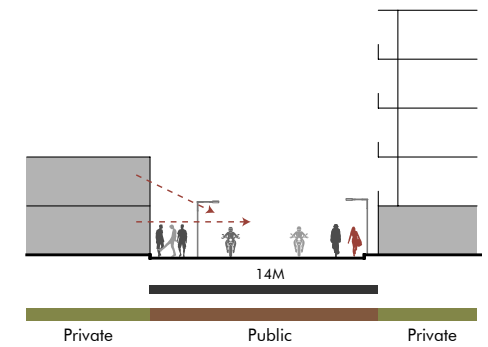


Fig 37: Section B

Neighbourhood Scale

Older developments - low income

Analysing the influence of the older settlements



Img 25: Image showing no activities
Source: Author

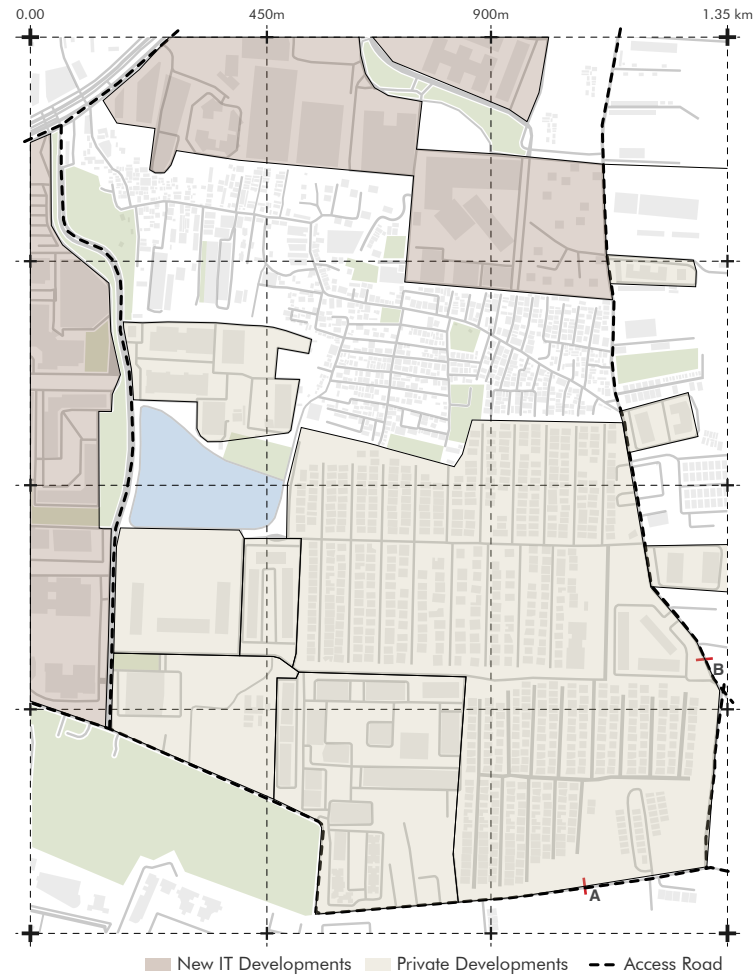


Fig 38: Map identifying high-income areas

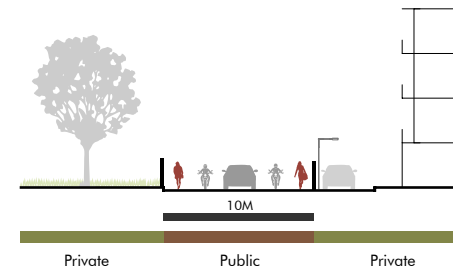


Fig 39: Section A

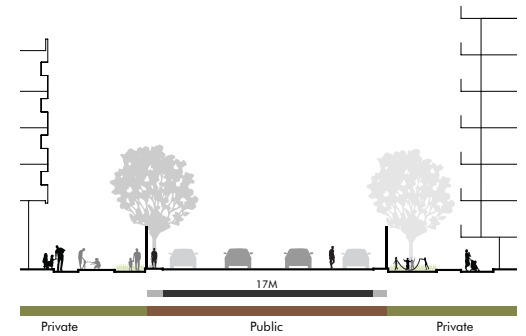


Fig 40: Section B

Neighbourhood Scale

New developments - high income

Analysing the influence of the new developments

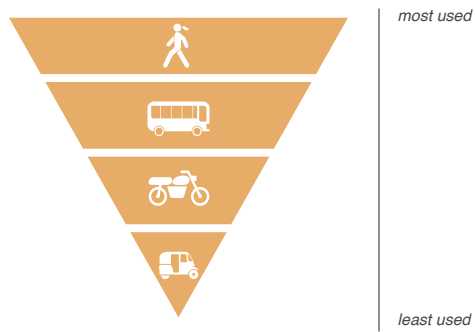


Fig 41: Main modes of transport

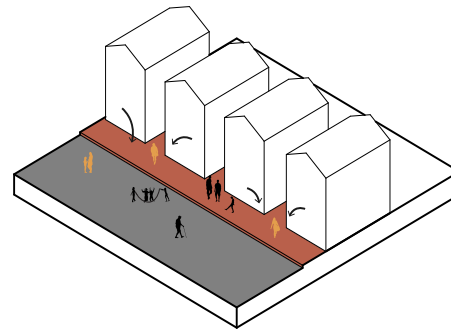


Fig 42: Active public life

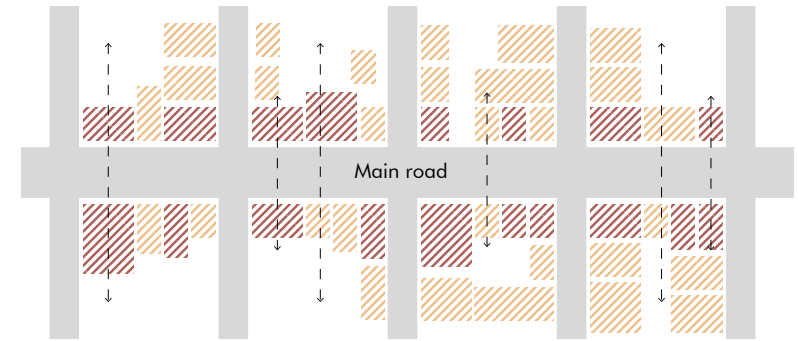


Fig 43: Visibility across the road

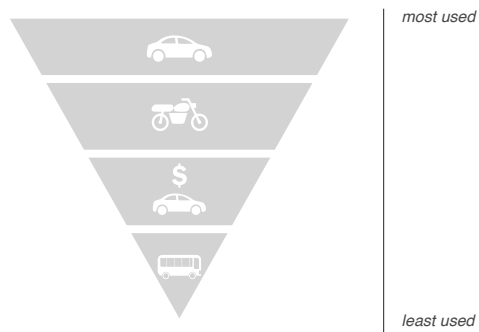


Fig 44: Main modes of transport

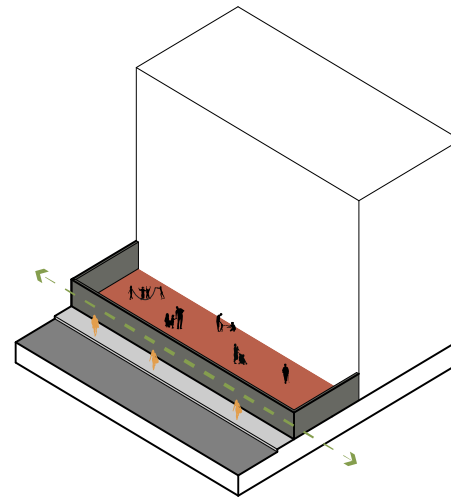


Fig 45: Active public life

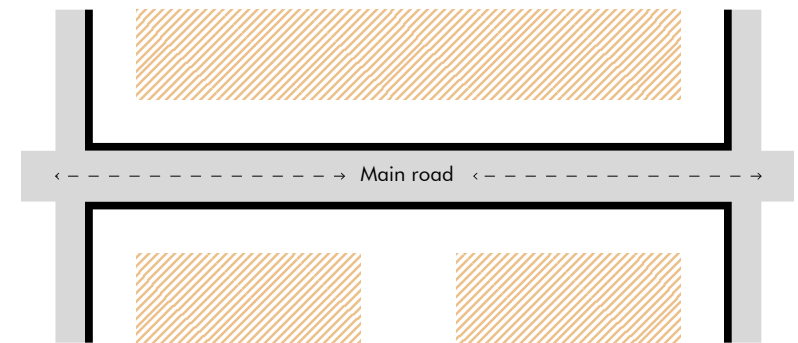


Fig 46: Lack of visibility across the road

Neighbourhood Scale

Comparison - Matrix of Domination

Analysing the impact of socio-economic backgrounds on women

MATRIX OF DOMINATION

The matrix of domination is a sociological paradigm that explains issues of oppression that deal with race, class, and gender, which, though recognized as different social classifications, are all interconnected.

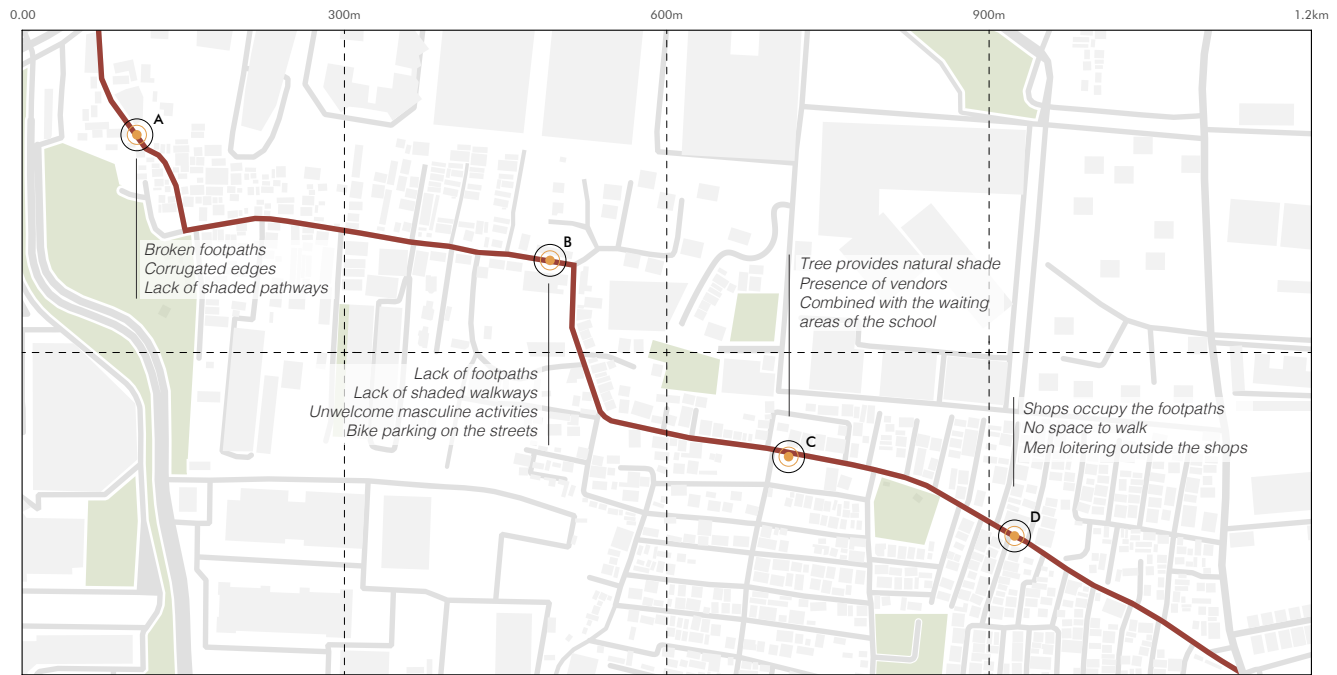


Fig 47: Map showing points of vulnerable edge conditions



Img 26: Image corresponding Point A
Source: Author



Img 27: Image corresponding Point B
Source: Author



Img 28: Image corresponding Point C
Source: Author



Img 29: Image corresponding Point D
Source: Author

Local Scale

First Look

Analysing the infrastructure quality and walkability



Image 30: Temporary corrugated edges act as deterrents
Source: Author

Active Deterrents

- Vacant lands
- Corrugated edges
- Broken footpaths
- Construction sites



Image 31: Garages that have taken over the footpath
Source: Author

Unwelcome - Masculine

- Traditional tea stalls
- Motorworks and garages
- Meat stores
- Alcohol and cigarette shops



Image 32: Designated parks for women and children
Source: Author

Welcome - Comfortable

- Street vendors
- Temples
- Parks
- School waiting areas

Local Scale

Gender and Space

Analysing the impact of space on women's behaviour

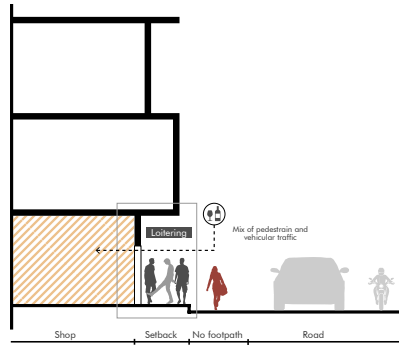


Fig 48: Wall section 1

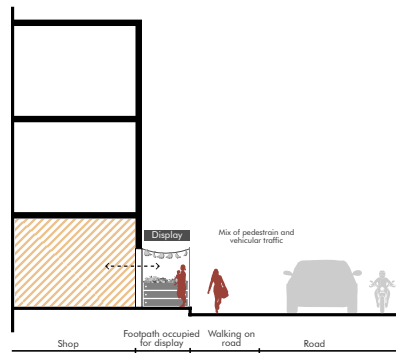


Fig 49: Wall section 2

Fig 50: Plan depicting behaviour

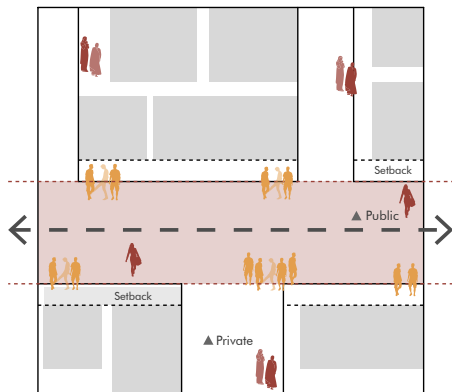
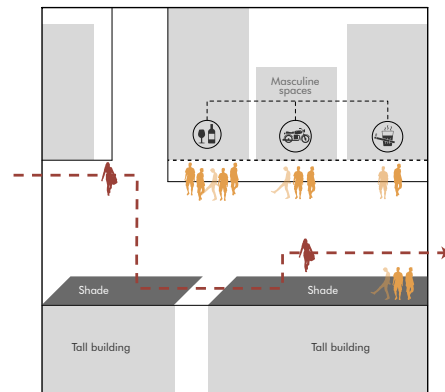


Fig 51: Plan depicting change in women's movement



Local Scale

Gender and Space

Analysing the impact of space on women's behaviour



Img 33: Women walking away from the shops on the road
Source: Author



Fig 52: Map showing women-friendly spaces

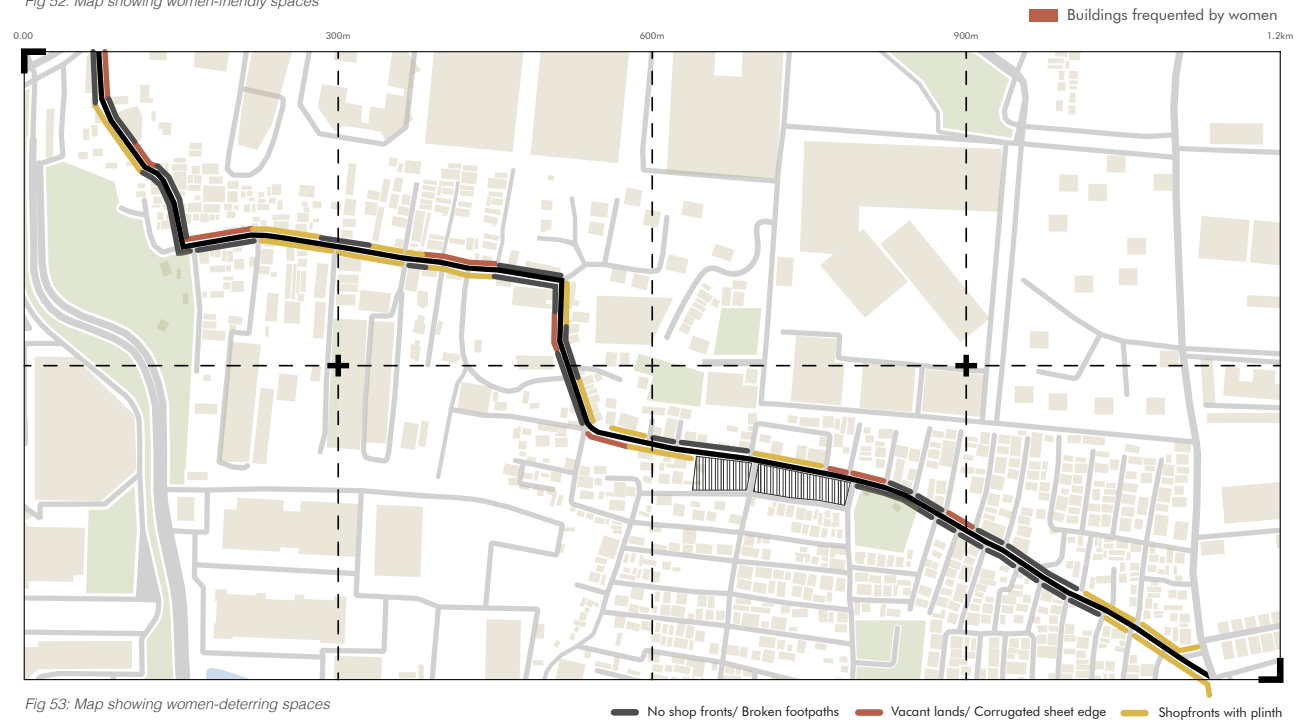


Fig 53: Map showing women-detering spaces

Local Scale

Lastmile Connection

Exposing the planning failures at the local scale

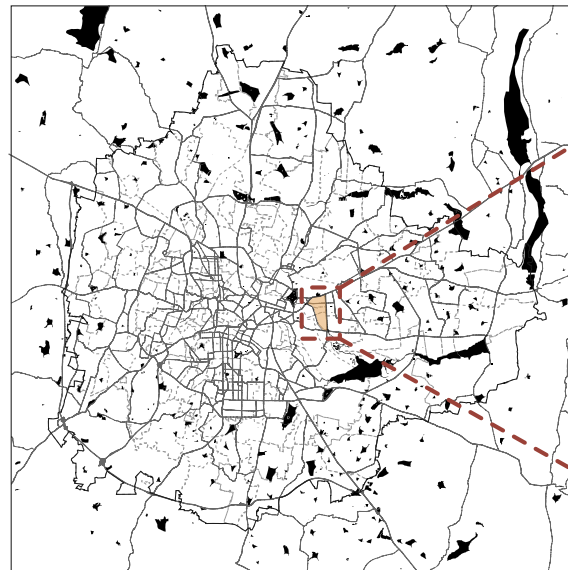


Fig 54: Map showing the Neighbourhood of Indira Nagar

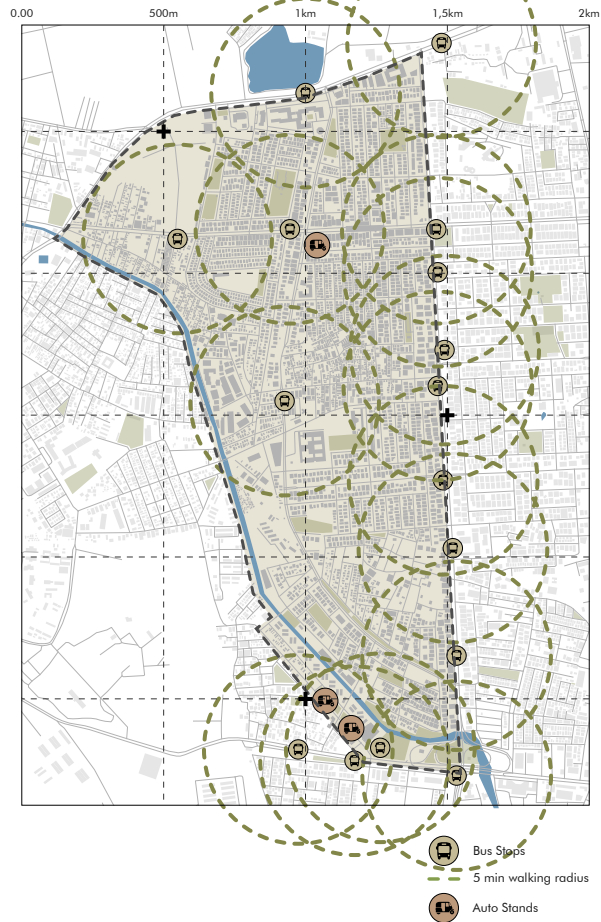


Research by Field Work

Strategic Area B - Indira Nagar

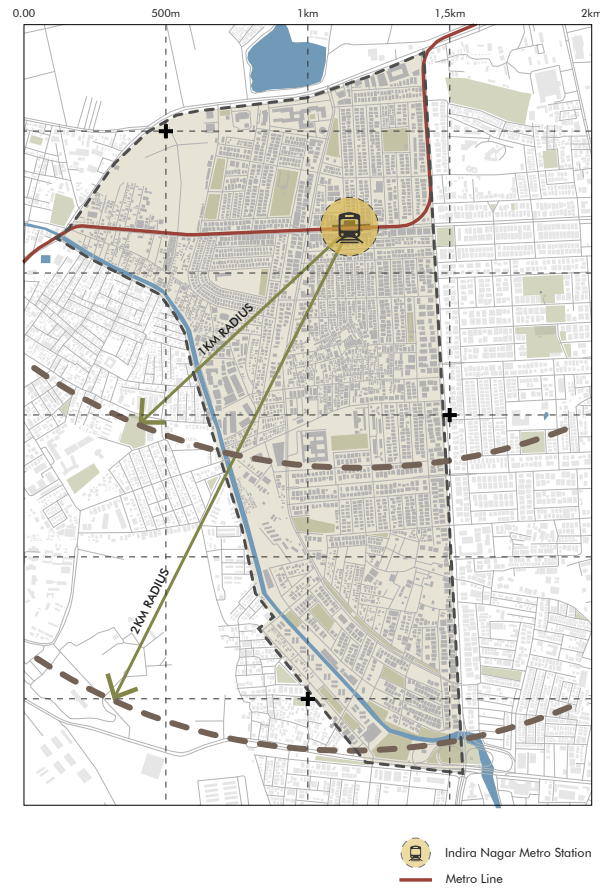
Infrastructure - Bus stops

Fig 55: Map showing the bus stops in the region



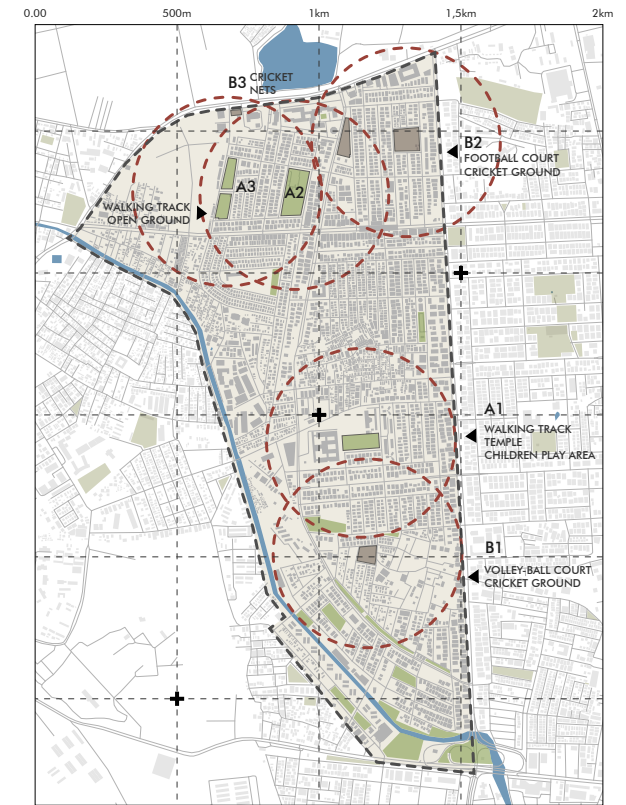
Infrastructure - Metro

Fig 56: Map showing the metro station and its accessibility



Recreational Areas

Fig 57: Map showing the residential parks in Indira Nagar



Neighbourhood Scale

Neighbourhood Analysis

Analysing the Strategic Area 2



Img 34: Large open playgrounds are completely occupied by men of all ages. Girls don't feel comfortable playing here.
Source: Author



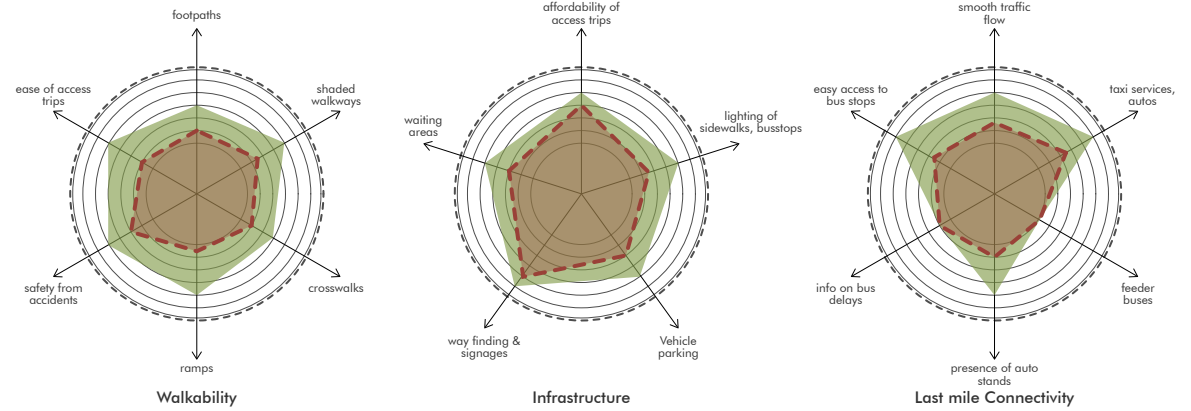
Img 35: The other parks are meant for families, the elderly and kids. These areas are more welcoming for women.
Source: Author

Neighbourhood Scale

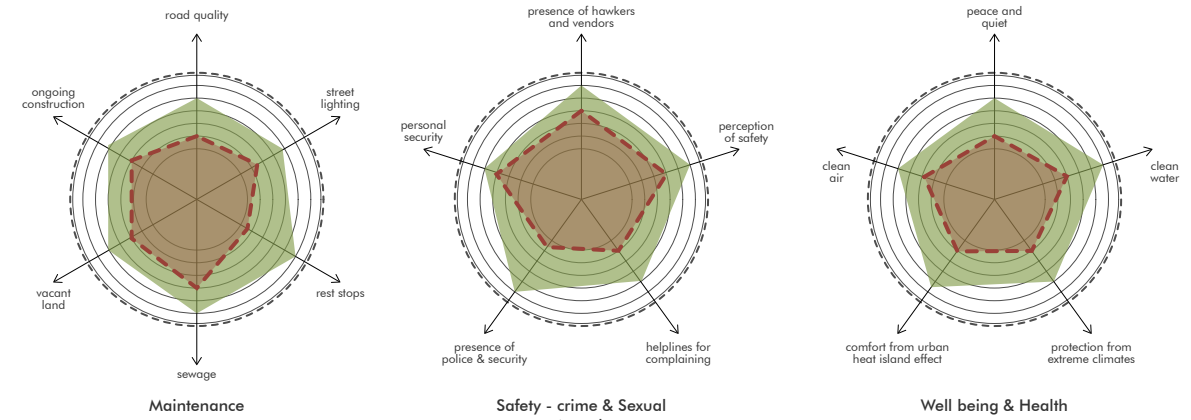
Gender and Space

Analysing the impact of space on women's behaviour

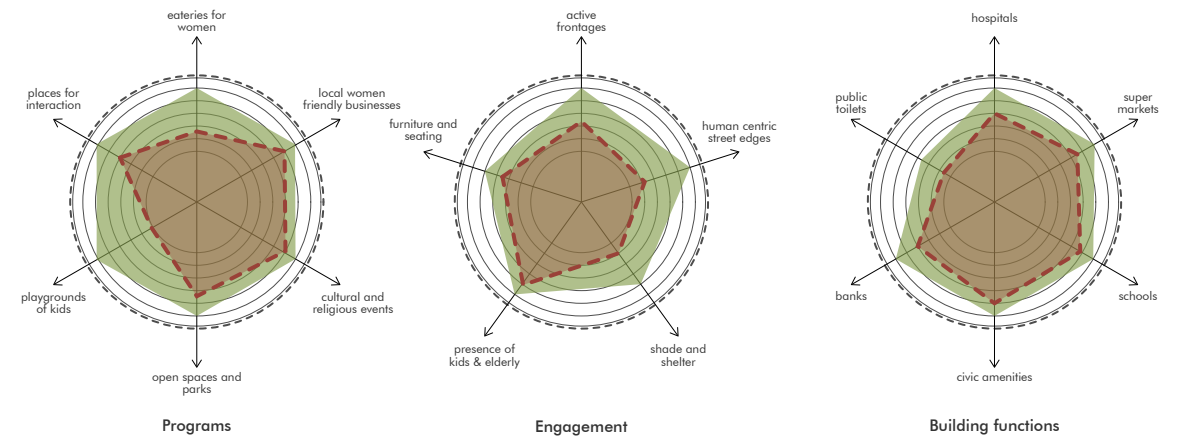
MOBILITY ANALYSIS



URBAN LIVEABILITY



QUALITY OF THE NEIGHBOURHOOD



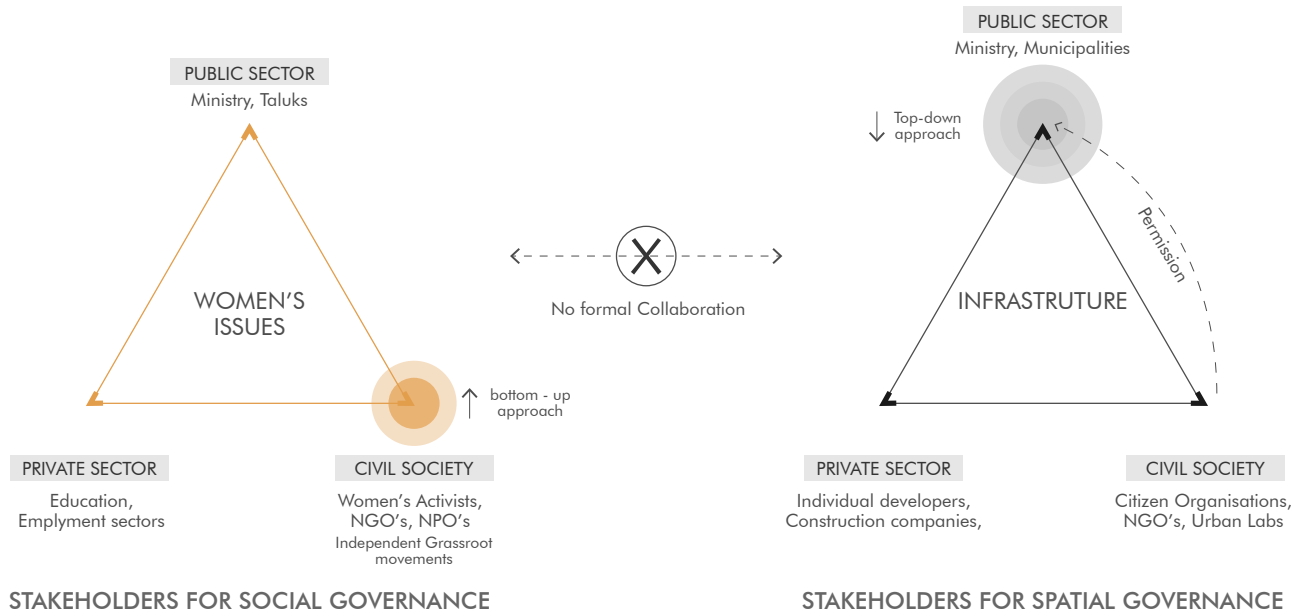
	Indira Nagar	Bellandur
Presence of vendor activity	✓	✓
Mixed use neighbourhoods	✓	✗
Access to infrastructure for women	✓	✗
Access to recreational spaces for women	✓	✗
Vibrancy in residential areas	✓	✗
Presence of green areas and trees	✓	✗
Designated places for girls for recreation	✗	✗
Parking for women	✗	✗
Road hierarchy	✓	✗
Active street life	✓	✓
Unconditional acceptance for women	✗	✗
Discriminatory attitudes	✗	✗
Non-spatial elements of gender discrimination	✗	✗
Positive behaviour towards complete equality	✗	✗

Neighbourhood Scale

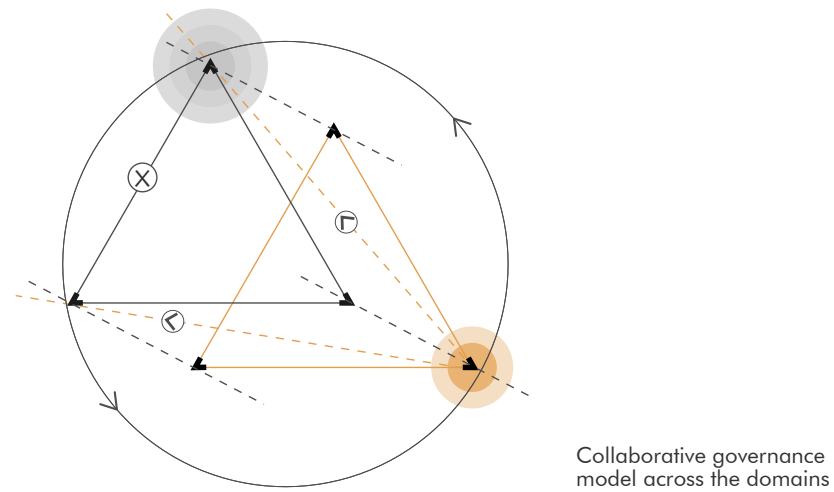
Synthesising the issues

Comparing the neighbourhoods

Fig 58: Comparison



ADDRESSING THE GAPS



Research by Desk Analysis

Stakeholder Mapping

Exposing the gaps and proposing collaboration

STRUCTURE OF SPATIAL GOVERNANCE

STRUCTURE OF SOCIAL GOVERNANCE

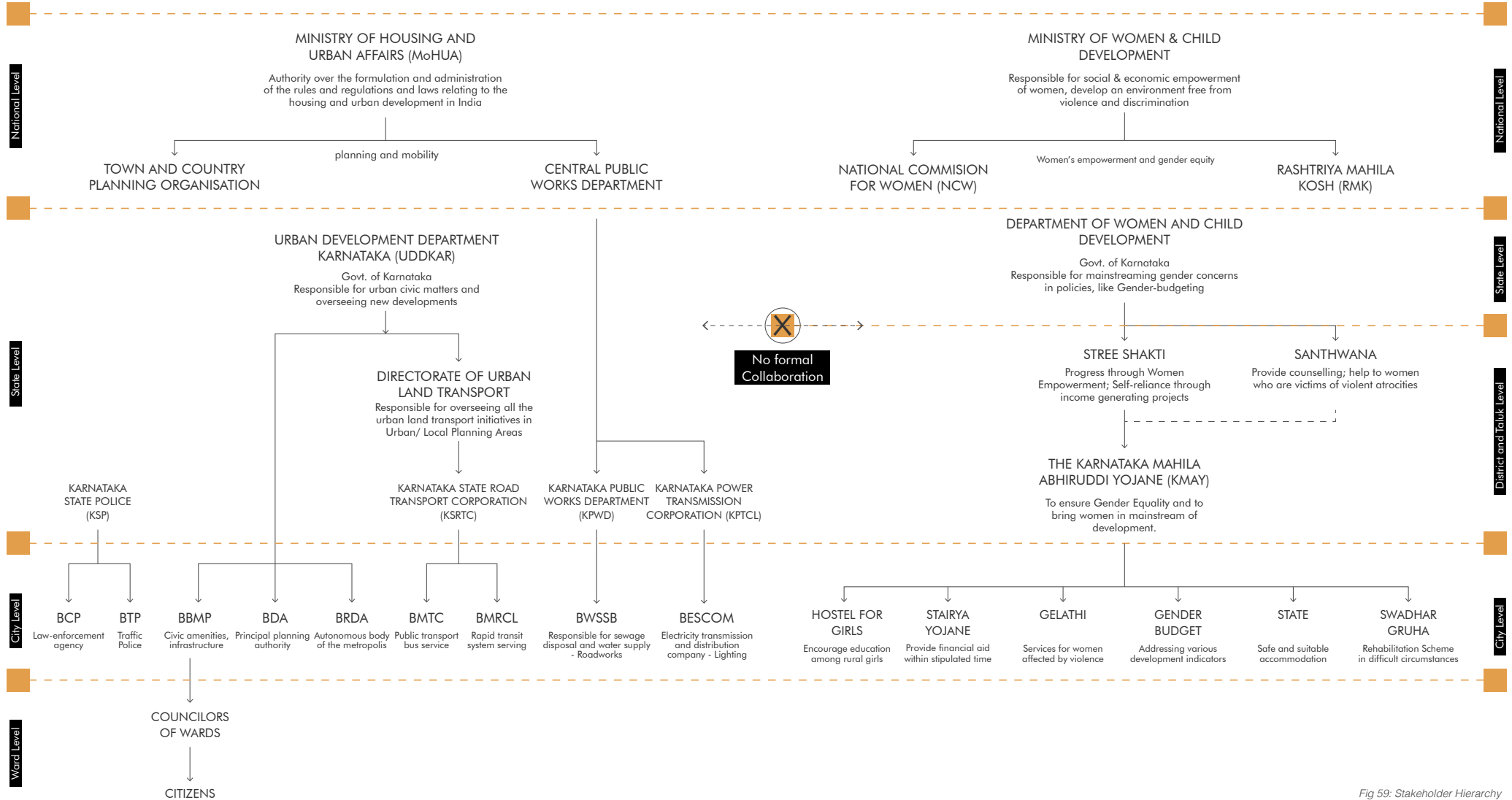


Fig 59: Stakeholder Hierarchy

Research by Desk Analysis

Structure of Spatial and Social Governance

Analysing the complexity of relationships between various stakeholders

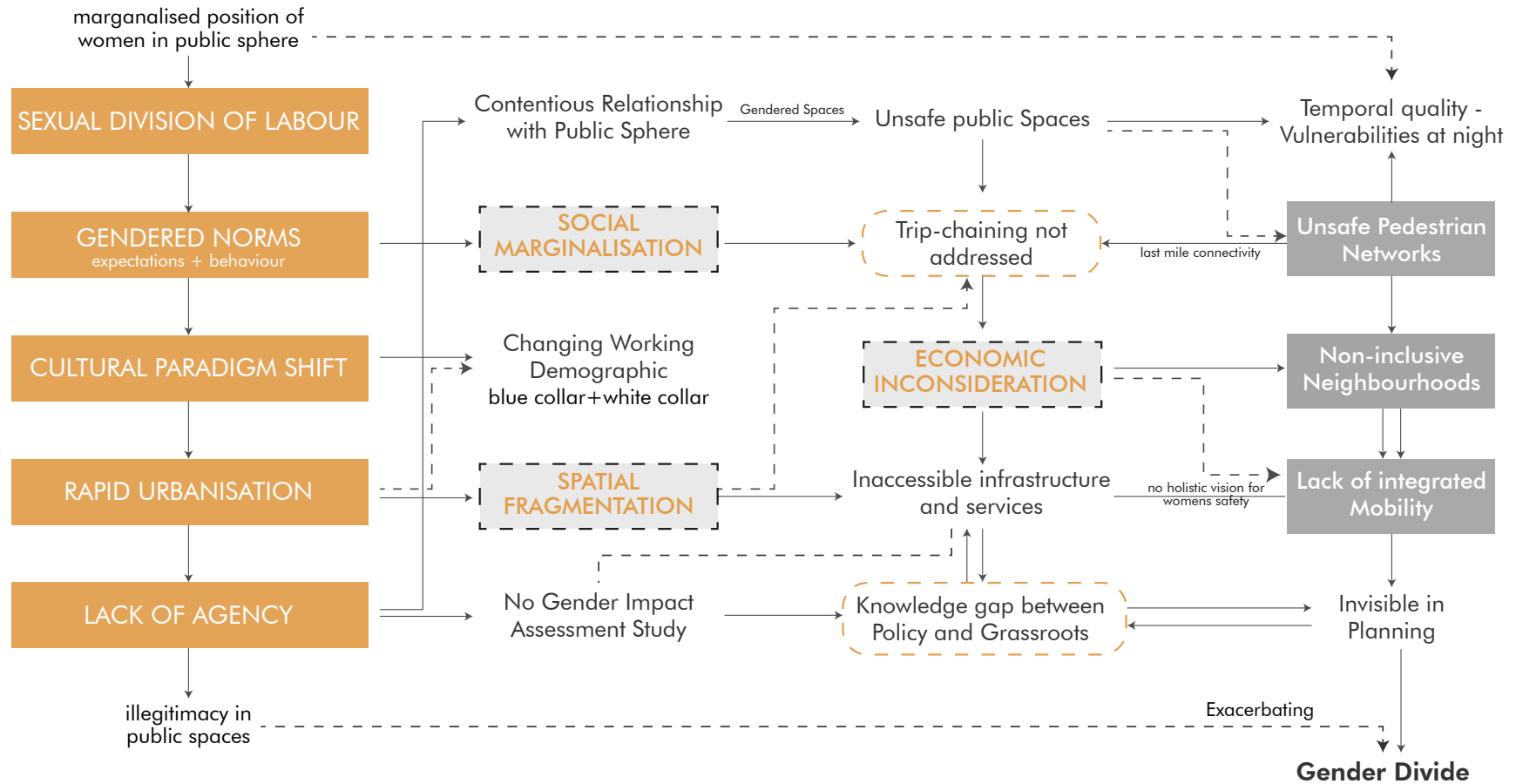


Fig 60: Understanding the spatial issues that emerge due to the current systems

Synthesis

Problem Matrix

Identifying main problems from the analysis

Propose

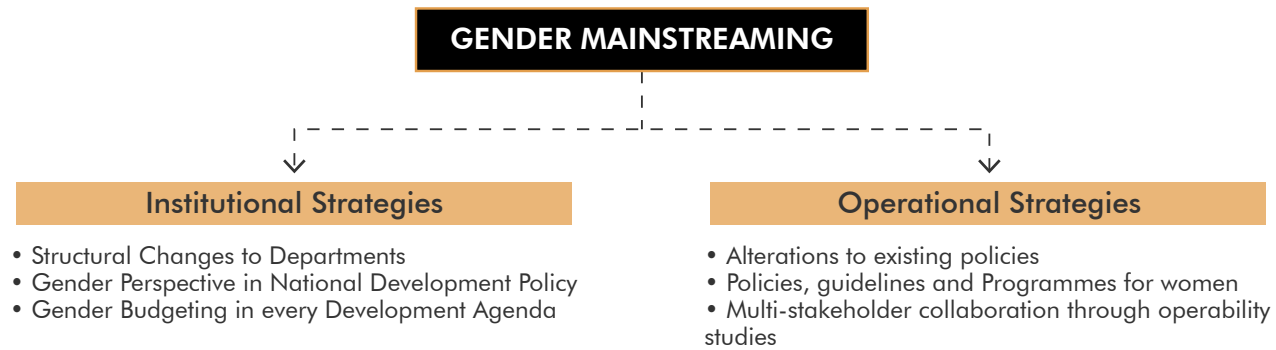
- SQ5. What are the spatial strategies and design principles that can create conditions for gender equality in public spaces, while offering higher **safety, acceptance and accessibility** to resources?
- SQ6. How can collaborative governance structures bridge the gap between the **grassroots initiatives and policy-making systems** in ensuring gender sensitivity in cities?

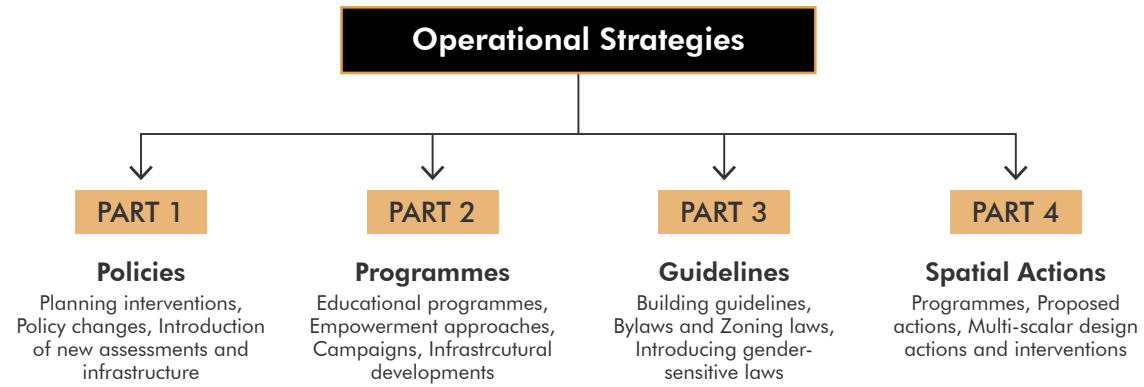
Politicise

- SQ7. How can an empowerment approach advocate and encourage the restructuring of traditional gender roles and provide **women legitimacy** within the public realm?
- SQ8. What is the alternate scope of spatial planning in the context of gender disparity and oppressive practises to **facilitate socio-spatial justice**?

GENDER MAINSTREAMING

“The (re)organisation, improvement, development and evaluation of policy processes, so that a gender equality perspective is incorporated in all policies at all levels and all stages, by the actors normally involved in policy-making.”

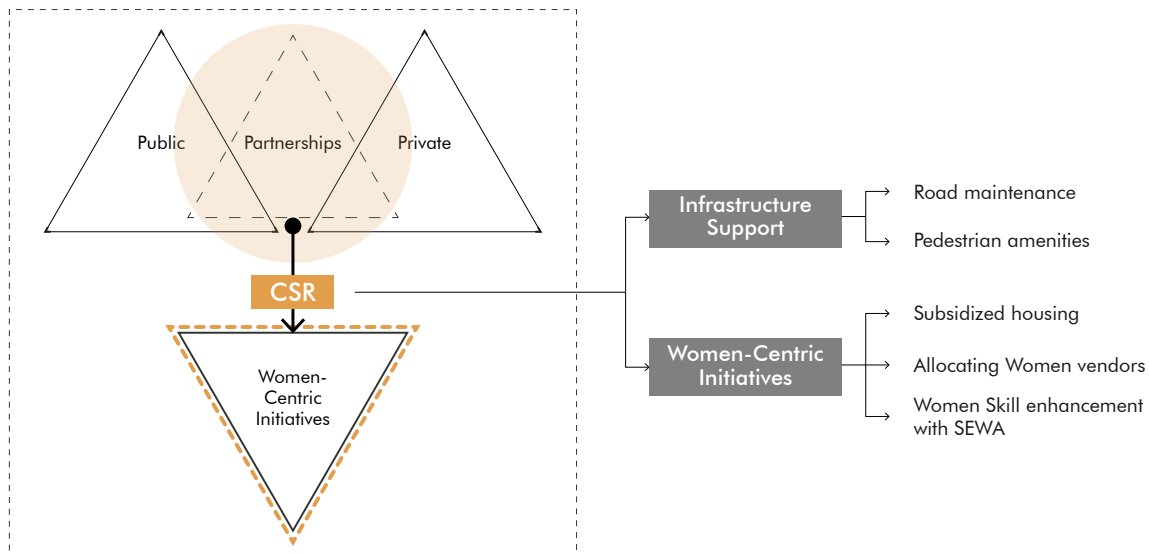
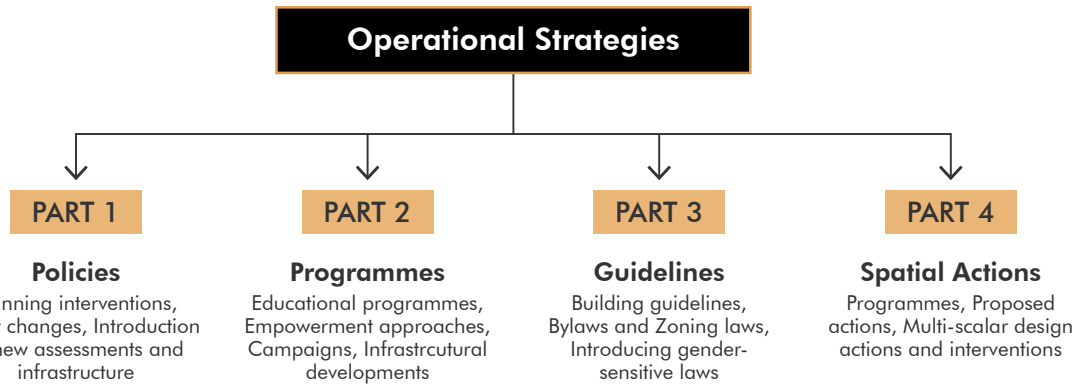




Operational Strategy

Policies, Programmes and Guidelines

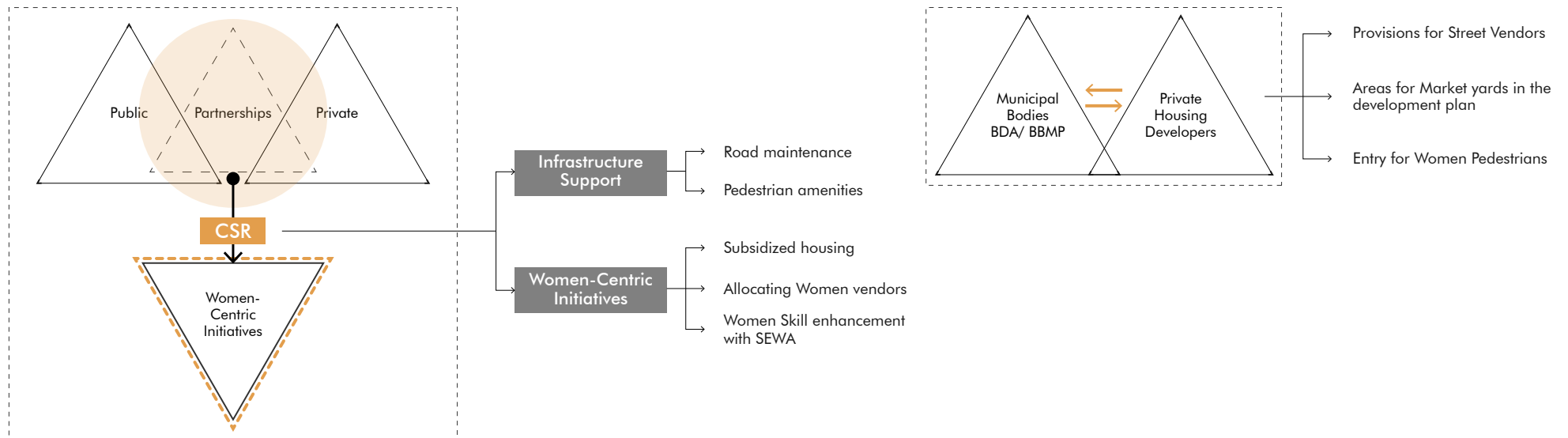
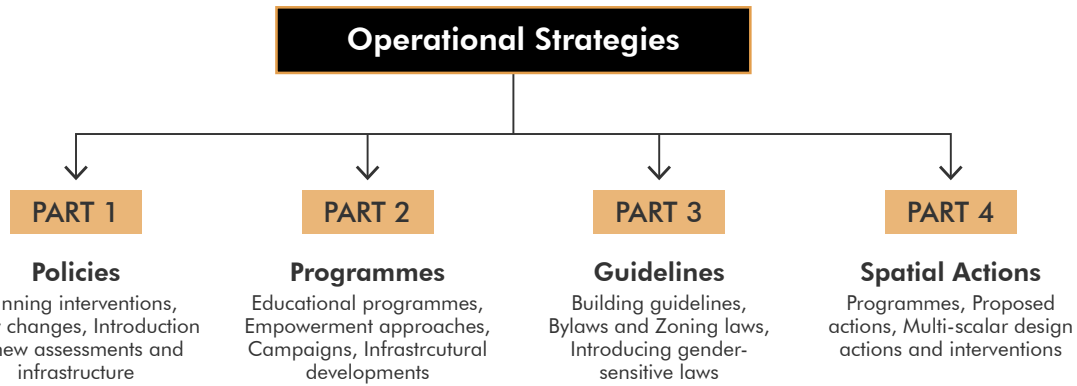
Proposing multi-stakeholder collaborations and incentives



Operational Strategy

Policies, Programmes and Guidelines

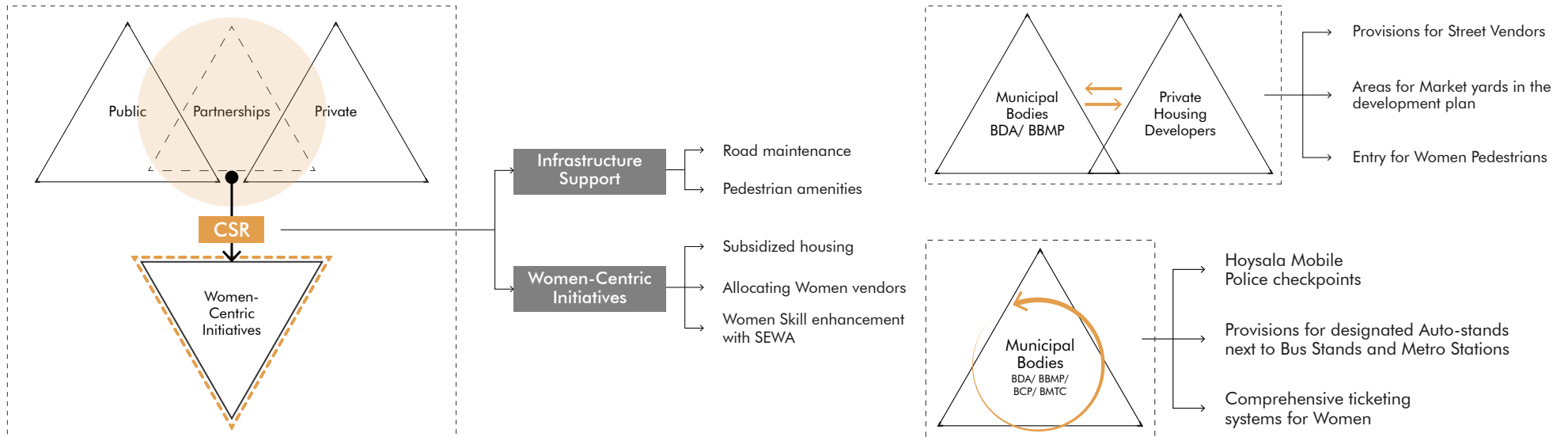
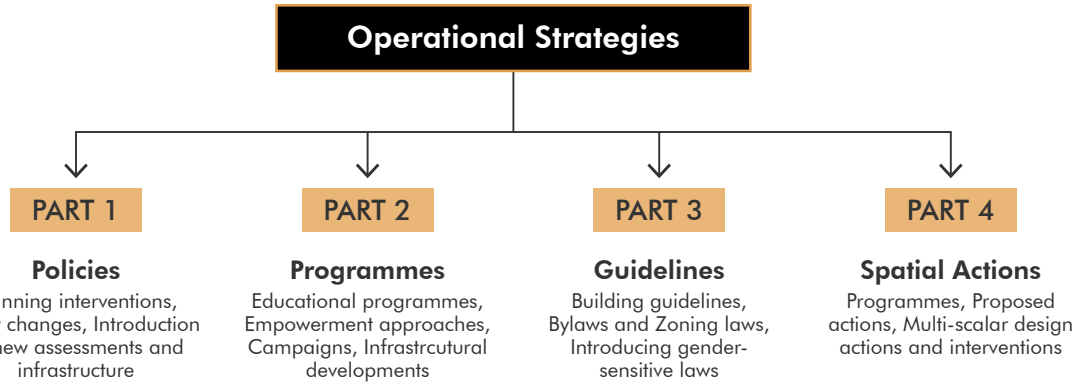
Proposing multi-stakeholder collaborations and incentives



Operational Strategy

Policies, Programmes and Guidelines

Proposing multi-stakeholder collaborations and incentives



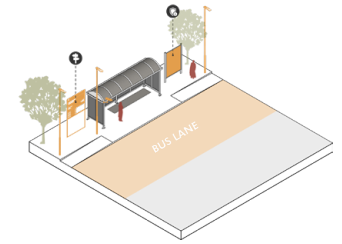
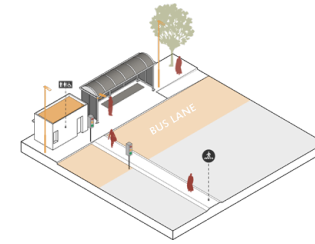
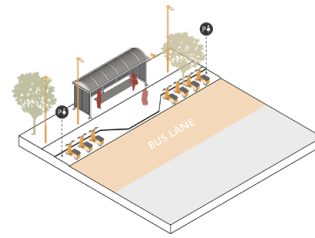
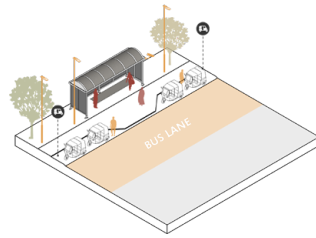
Operational Strategy

Policies, Programmes and Guidelines

Proposing multi-stakeholder collaborations and incentives

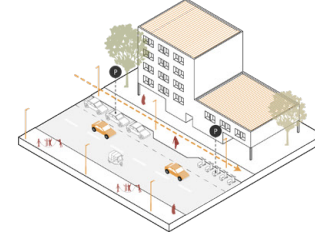
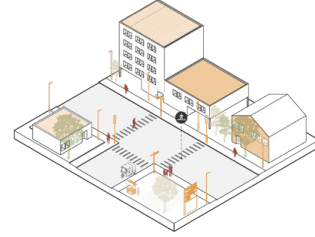
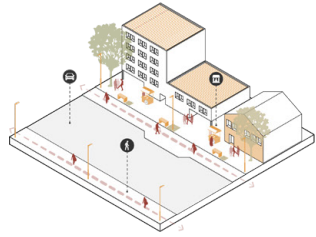
Strategy 1

Reduce vulnerabilities through integrated transport systems



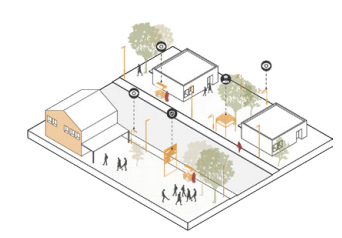
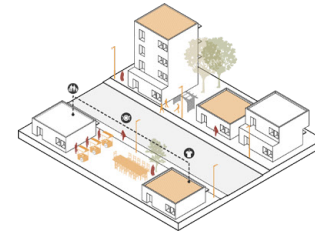
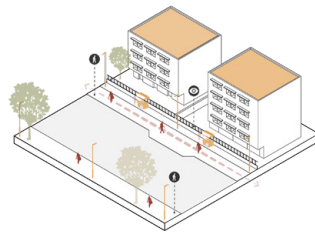
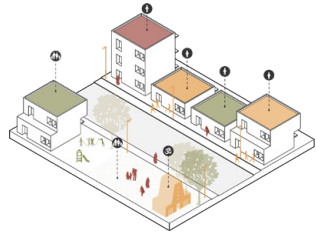
Strategy 2

Protect pedestrian mobility through robust street networks



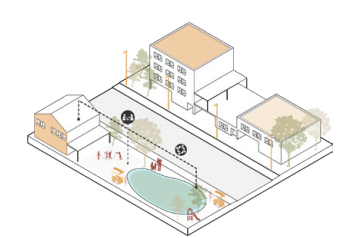
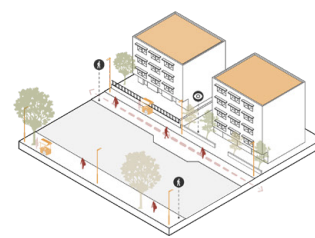
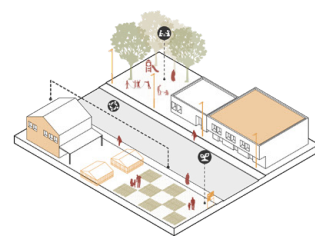
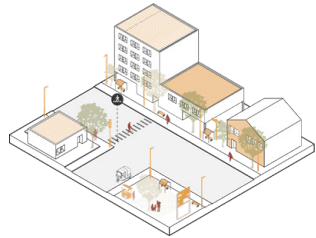
Strategy 3

Reconfigure urban morphology for vibrant neighbourhoods



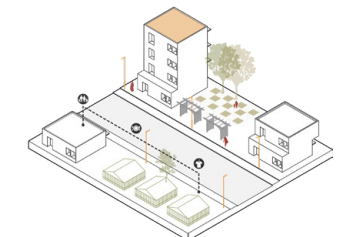
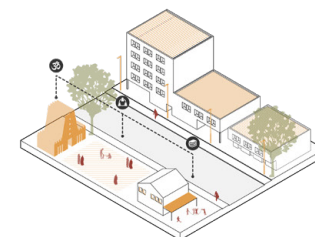
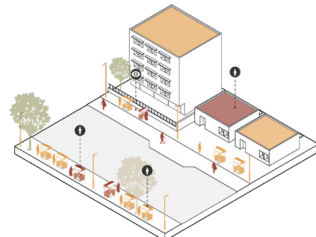
Strategy 4

Integrate and upgrade vulnerable edges for safety and inclusivity



Strategy 5

Enrich women's engagement with built environment



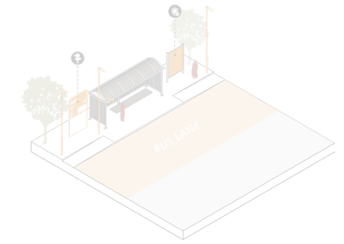
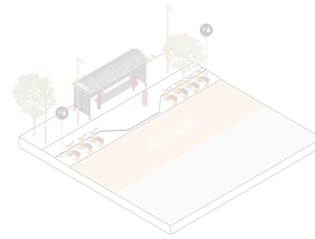
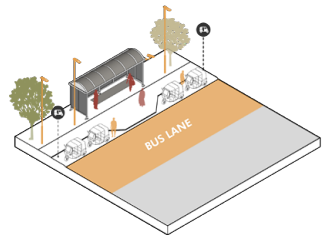
Operational Strategy

Spatial Strategies

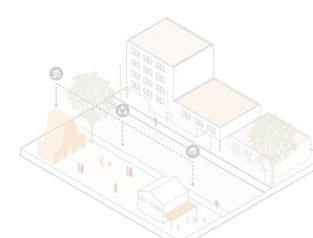
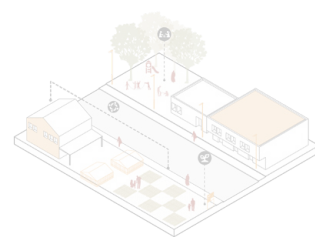
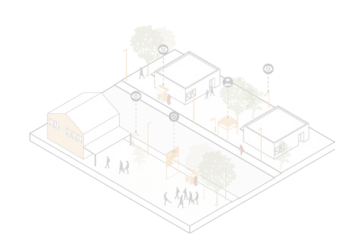
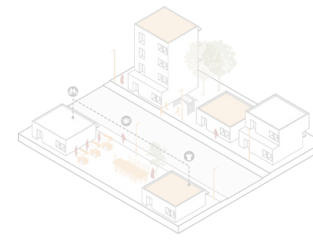
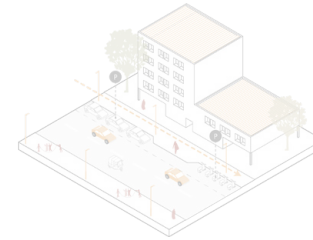
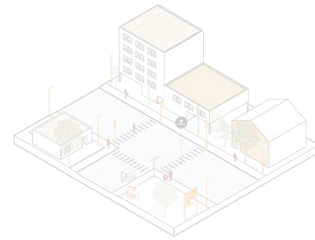
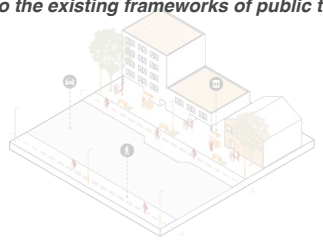
Proposing various spatial interventions across the scales

Strategy 1

Reduce vulnerabilities through integrated transport systems



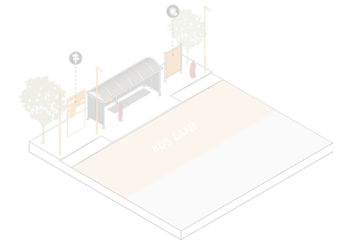
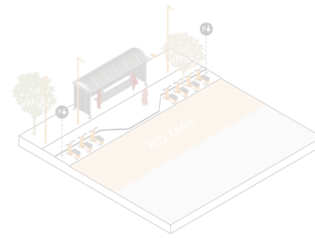
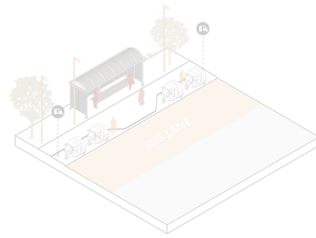
1A - Incorporate shorter modes of transportation into the existing frameworks of public transport



Operational Strategy

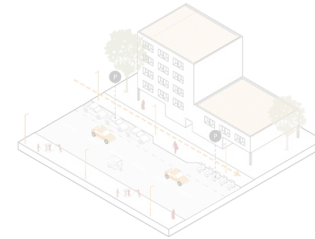
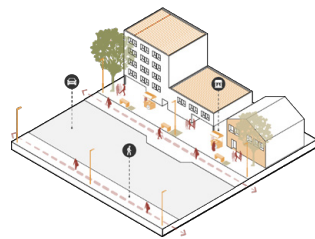
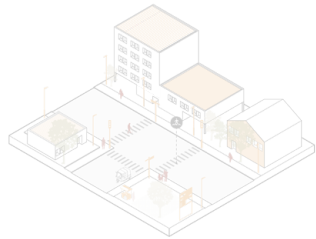
Spatial Strategies

Proposing various spatial interventions across the scales

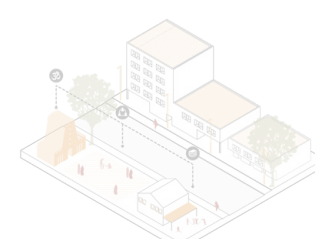
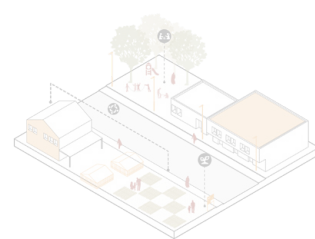
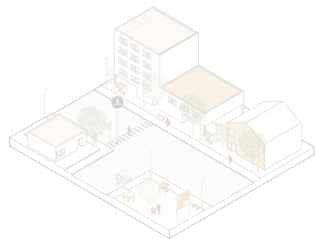
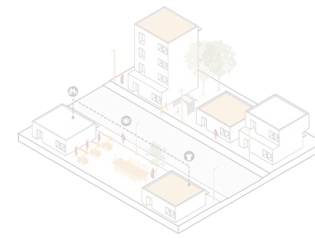
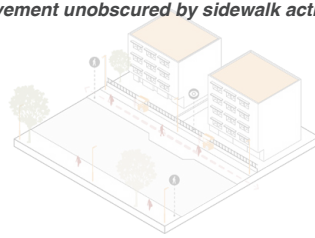
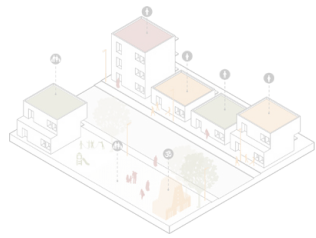


Strategy 2

Protect pedestrian mobility through robust street networks



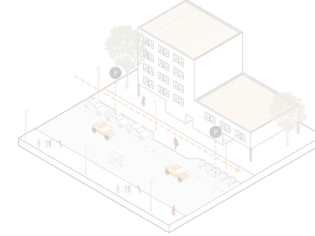
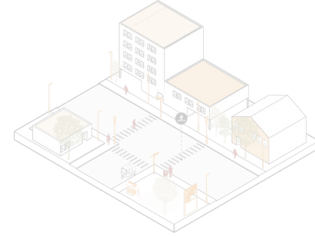
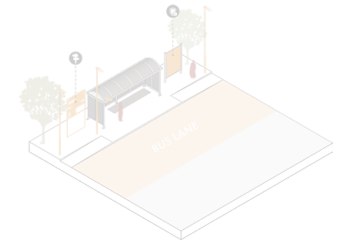
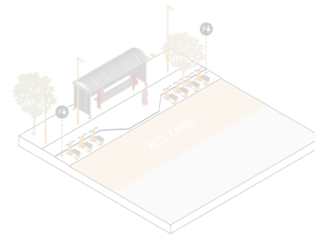
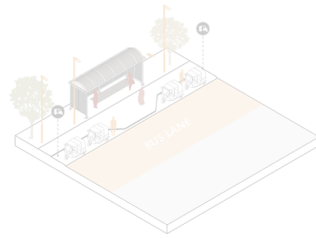
2A - Create lanes for continuous pedestrian movement unobscured by sidewalk activities



Operational Strategy

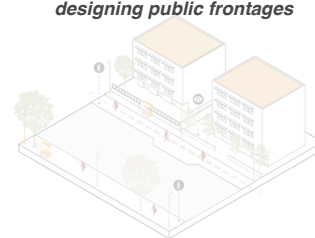
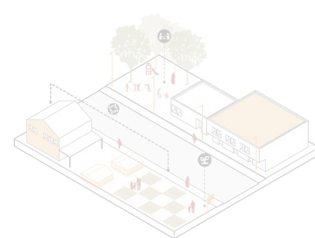
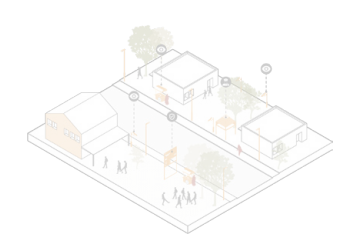
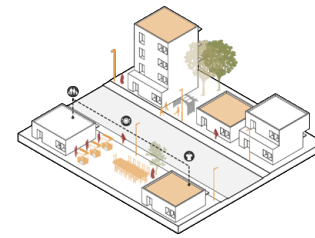
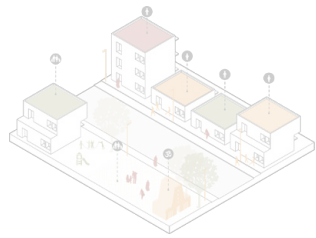
Spatial Strategies

Proposing various spatial interventions across the scales



Strategy 3

Reconfigure urban morphology for vibrant neighbourhoods

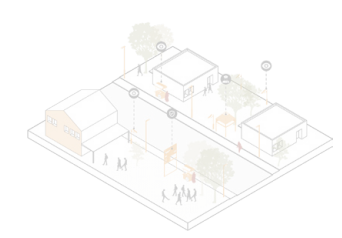
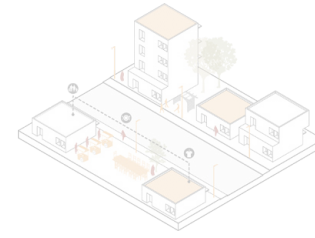
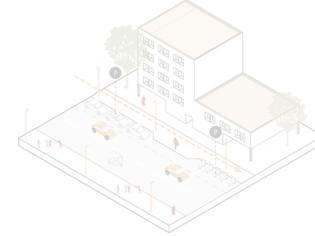
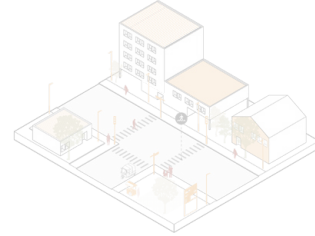
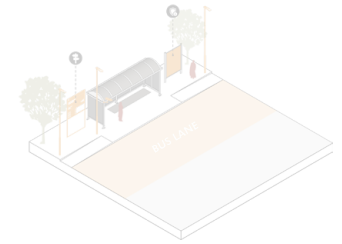
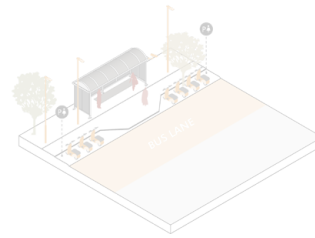
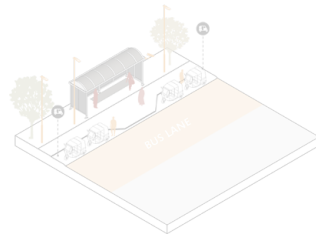


3C - Maintain a human scale while designing public frontages

Operational Strategy

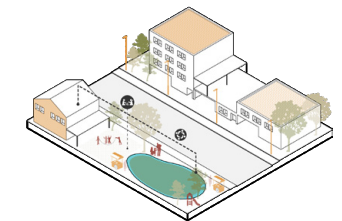
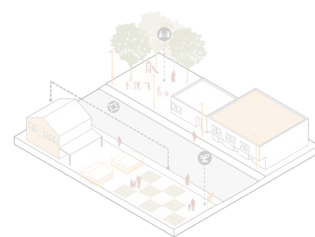
Spatial Strategies

Proposing various spatial interventions across the scales

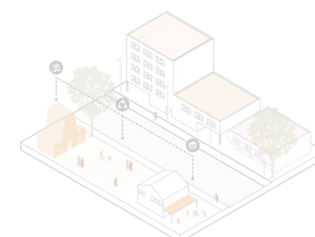


Strategy 4

Integrate and upgrade vulnerable edges for safety and inclusivity



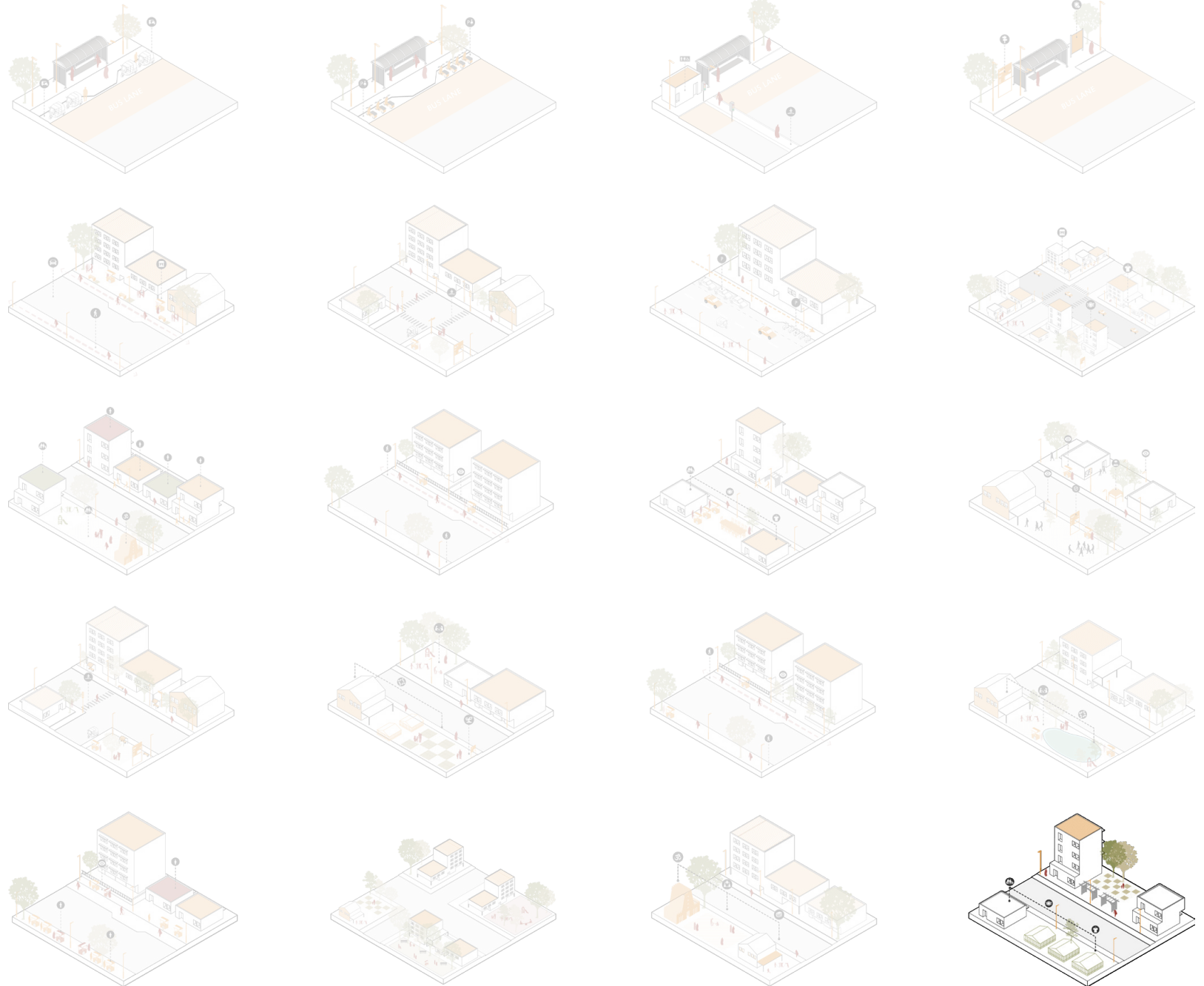
4D - Activate dead edges by promoting street vendor activities, community participation



Operational Strategy

Spatial Strategies

Proposing various spatial interventions across the scales



Strategy 5

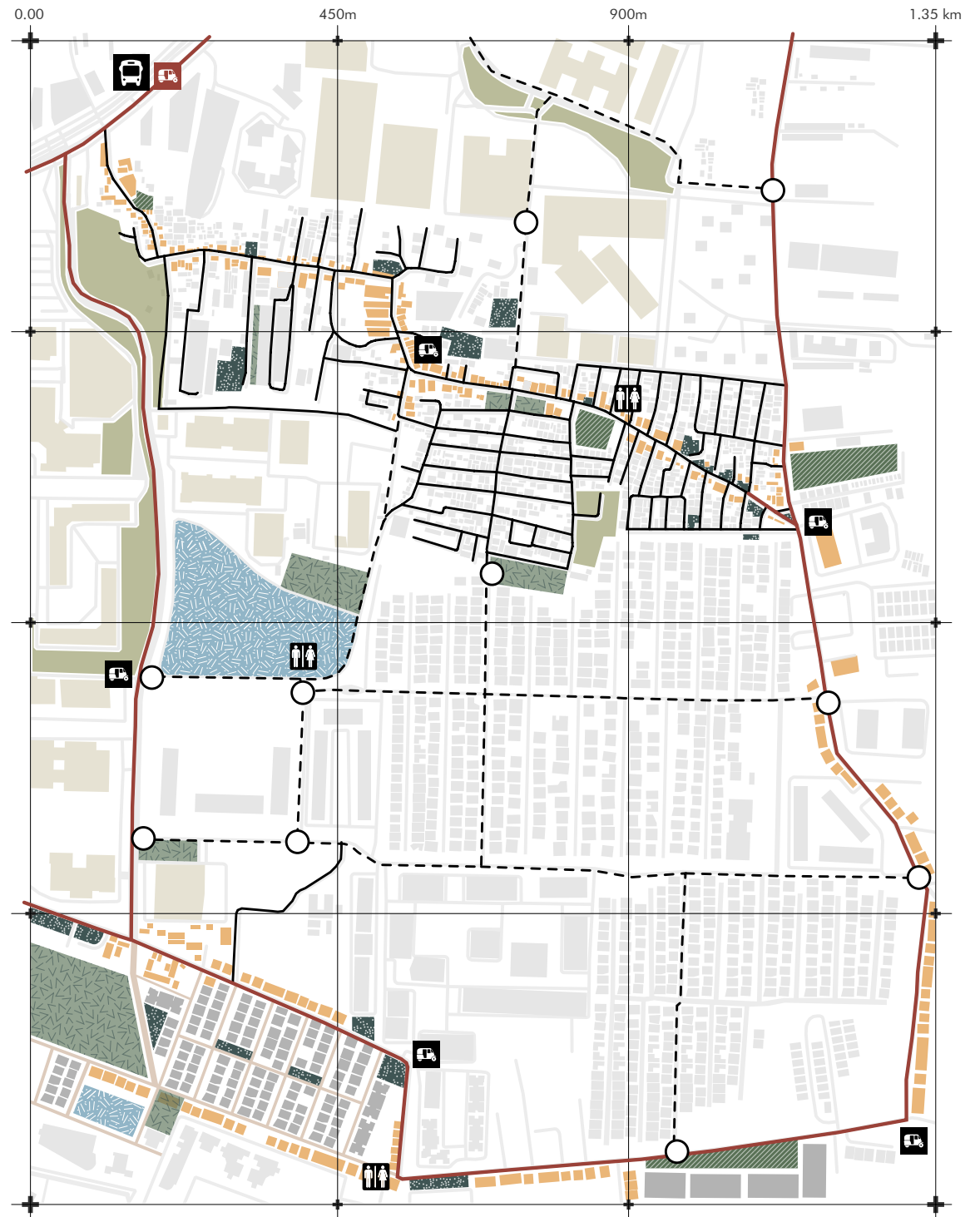
Enrich women's engagement with built environment

Operational Strategy

Spatial Strategies

Proposing various spatial interventions across the scales

5D - Reclaim leftover spaces for adding value through guerilla urbanism practices



Legend

- Main Pedestrian access
- Main Auto paths
- Entrances for pedestrians
- ♿ Rest rooms
- 🚗 Share auto pick up points
- 🚏 Integrated Auto stands
- 🚌 Bus stop
- Proposed road
- 🌳 Community organisation
- 👤 Guerilla urbanism
- 🛒 Vendor areas
- 🌿 Private parks
- 🏠 Mixed Use buildings
- 🌊 Lake
- 🏗️ New Developments
- Proposed Pedestrian access
- Existing Pedestrian access
- 🌳 IT parks

Neighbourhood Scale

Proposed Masterplan

Engaging local women for building positive relationships

Fig 62: Masterplan showing proposed interventions



Fig 63: Proposed pedestrian network with amenities

Neighbourhood Scale

Pedestrian Movement

Proposing amenities along the walkways

Legend

- IT parks and MNCs
- Residential buildings
- Mixed use buildings
- Main pedestrian access
- Walking path
- Rest Areas
- Rest rooms

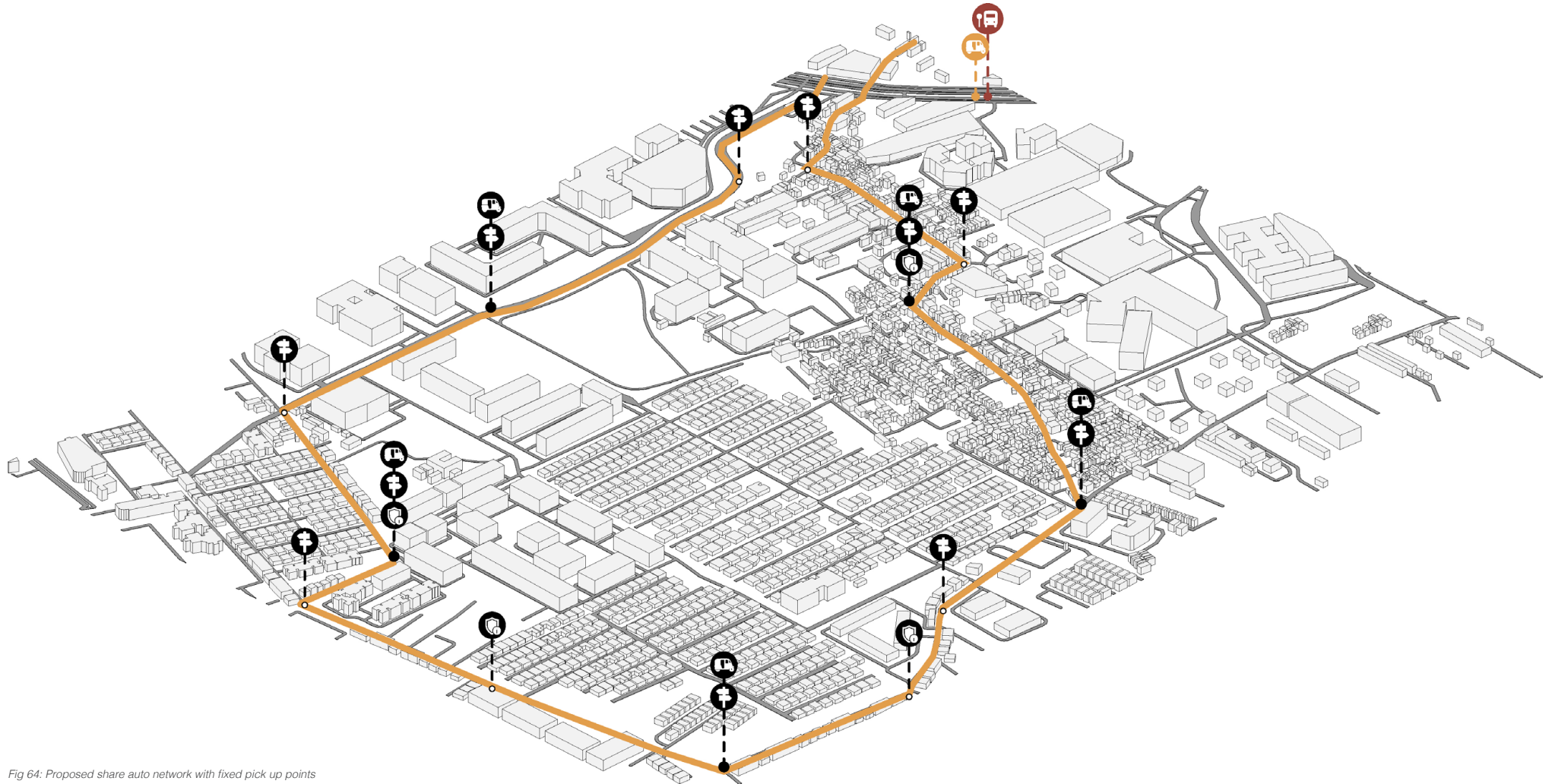


Fig 64: Proposed share auto network with fixed pick up points

Neighbourhood Scale

Shared Auto Points

Proposing gender-sensitive transit areas

Legend

- Residential buildings
- Main Auto paths
- Signages
- Helplines
- Share auto pick up points
- Auto stands
- Bus stop

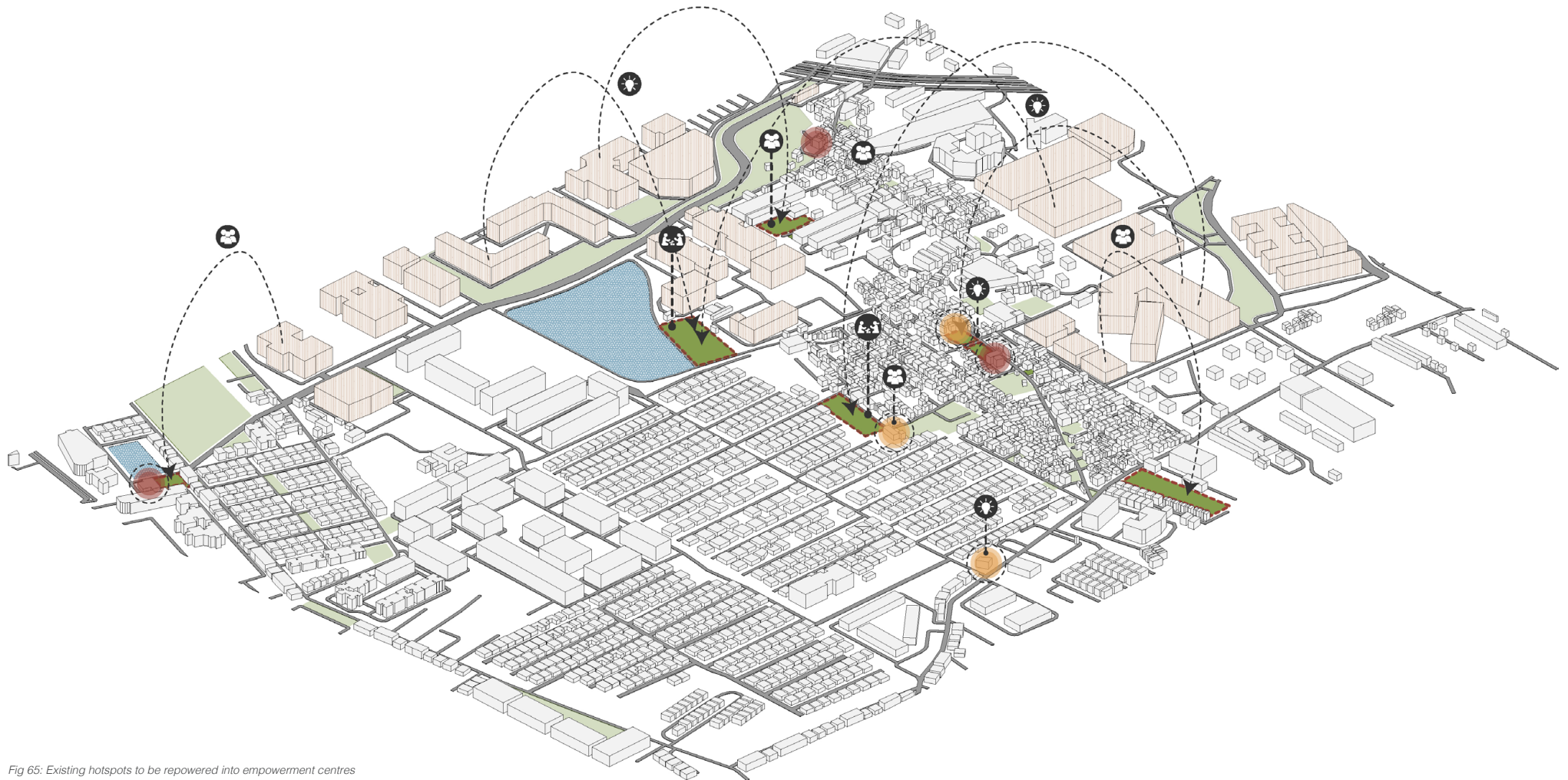


Fig 65: Existing hotspots to be repowered into empowerment centres

Neighbourhood Scale

Areas of Interaction

Engaging CSRs for local development

Legend

-  Corporate Social Responsibility
-  Workshops
-  Play grounds
-  Areas for engagement
-  School zones
-  Temple zones
-  IT Parks

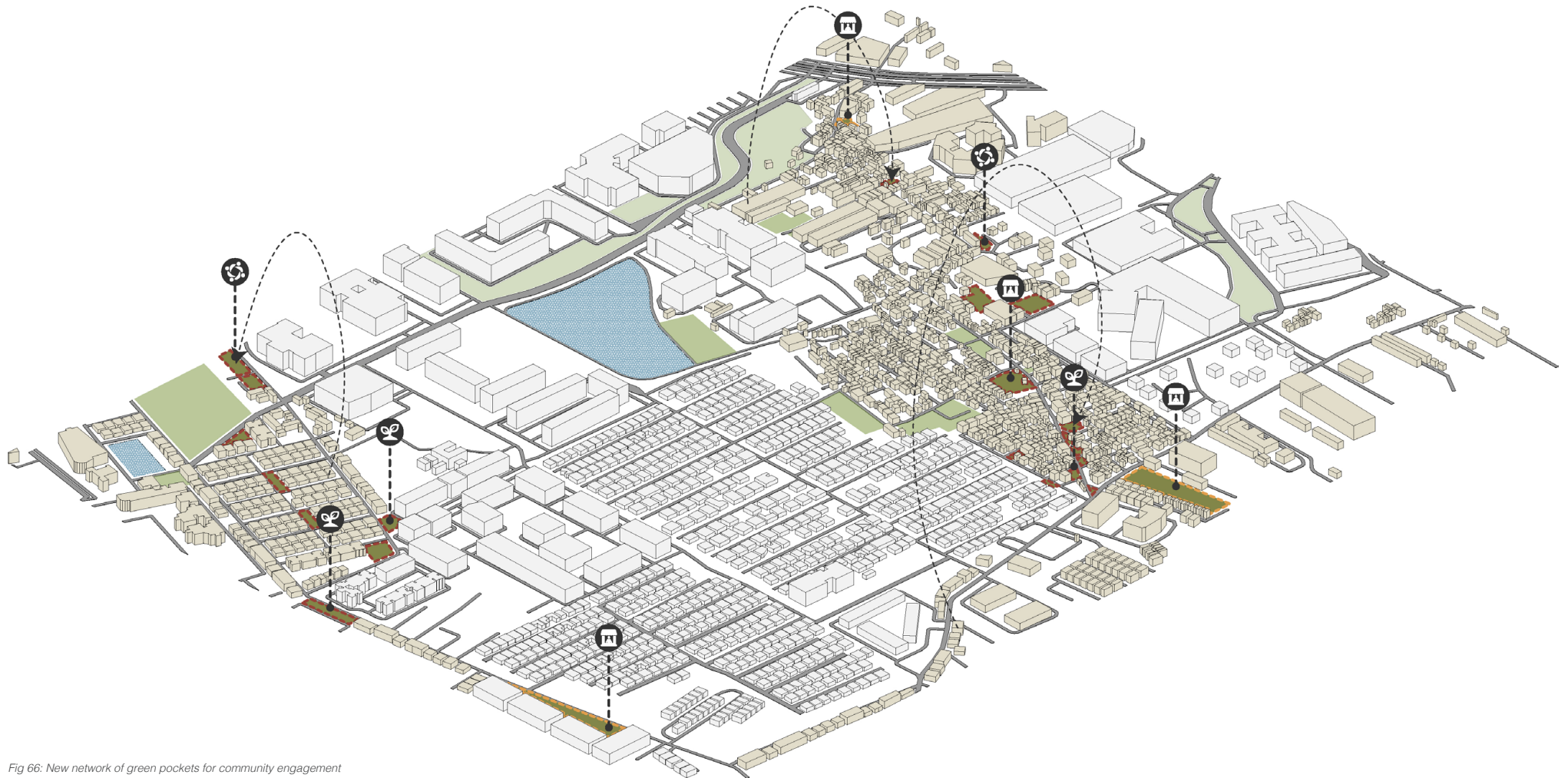


Fig 66: New network of green pockets for community engagement

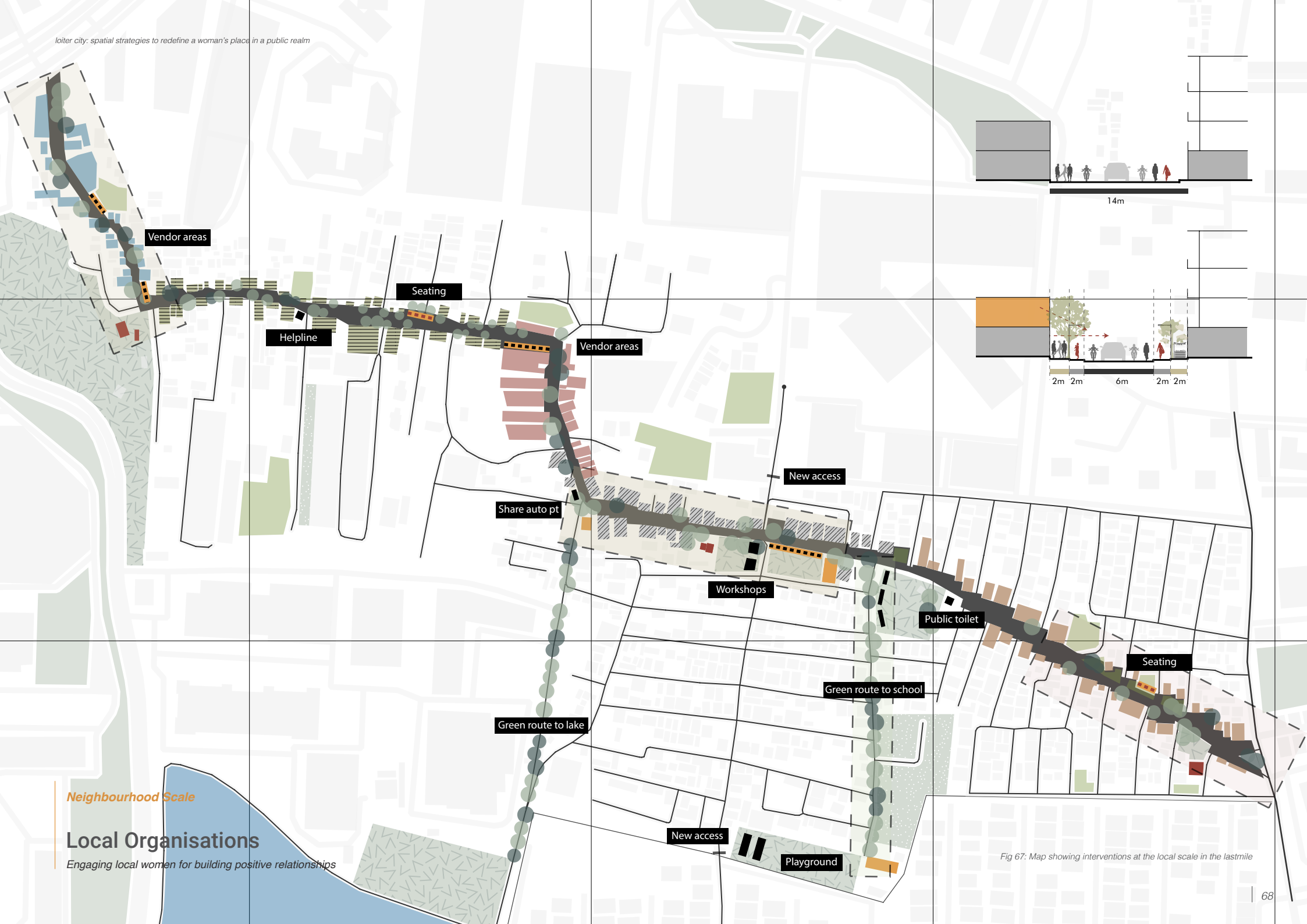
Neighbourhood Scale

Local Organisations

Engaging local women for building positive relationships

Legend

-  Community organisation
-  Guerrilla urbanism
-  Vendor zones
-  Vacant lands for community engagement
-  Vendor areas
-  Local residents



Neighbourhood Scale

Local Organisations

Engaging local women for building positive relationships

Fig 67: Map showing interventions at the local scale in the last mile



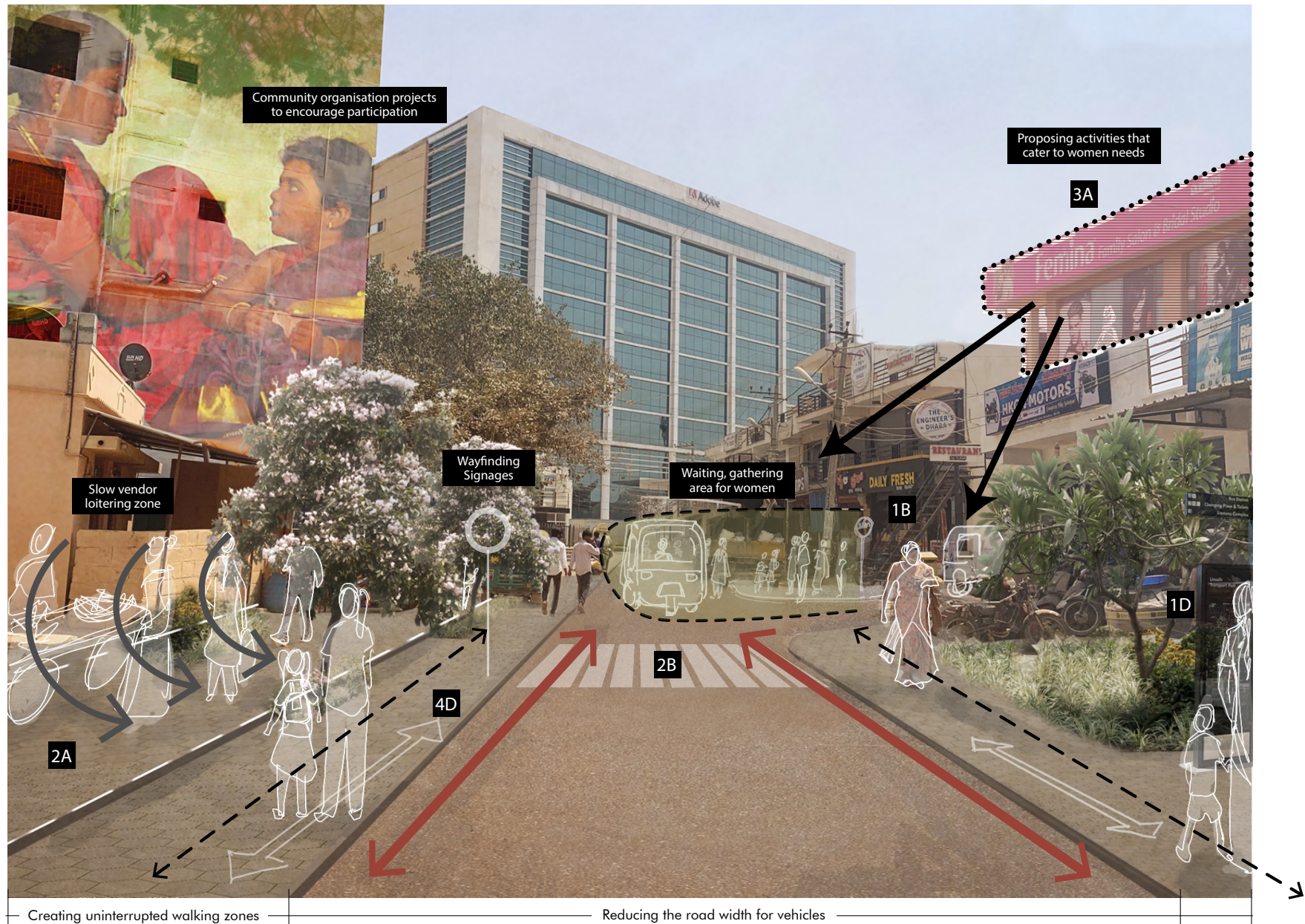
Reducing the road width for...

Restricting use of motor vehicles

No clear distinction between lanes

Existing Condition

Lack of Gender-sensitive Amenities



Proposed Intervention

Prioritising Pedestrian Accessibility

Key Plan

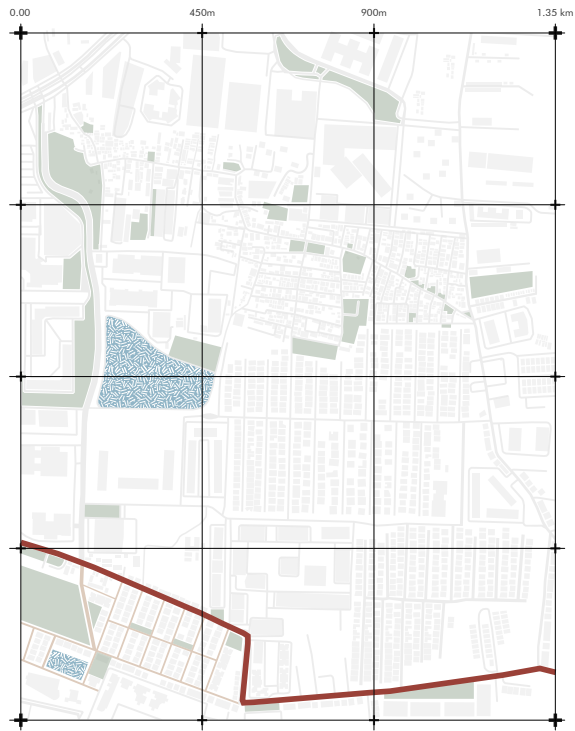


Fig 68: Key plan of second street



Img 36: Lack of pedestrian infrastructure and interaction activity.
Source: Author



Img 37: Presence of solid compound walls causing lack of visibility.
Source: Author

Local Scale

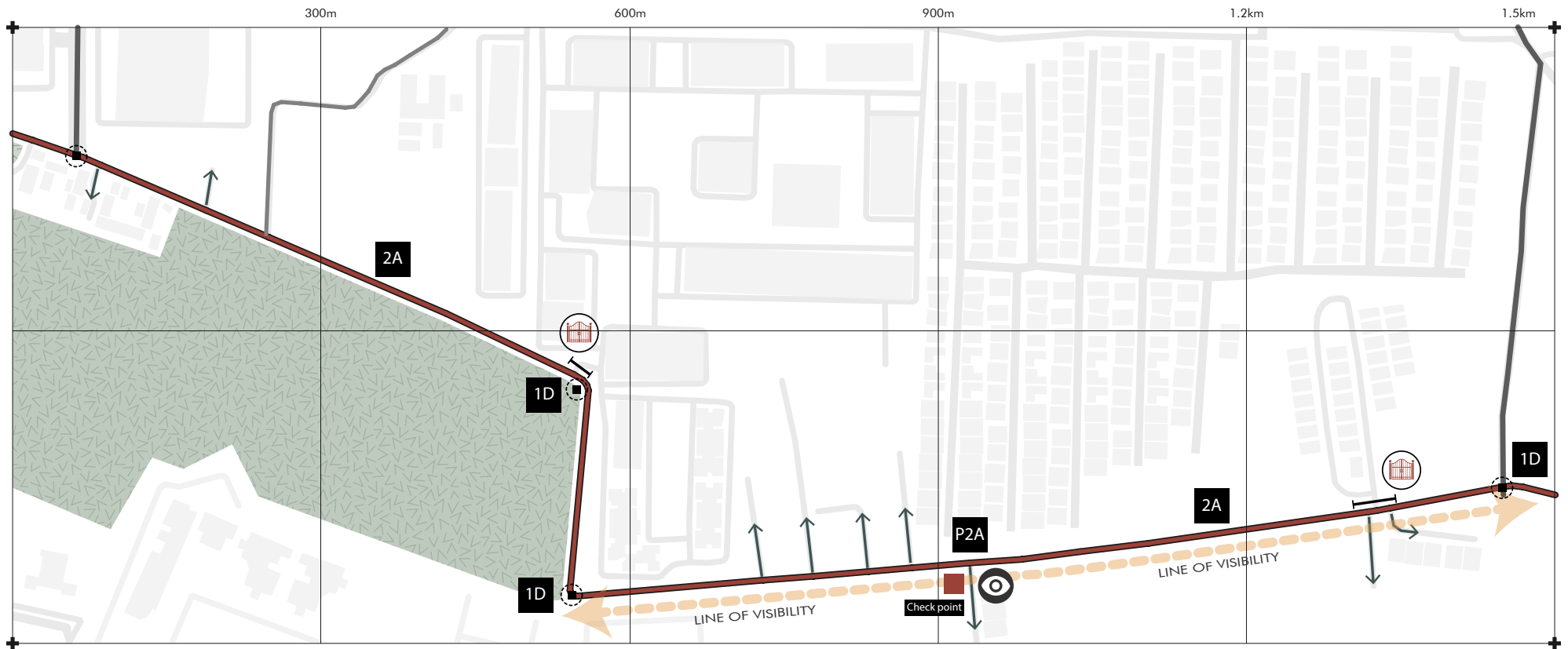








Fig 69: Proposed share auto network with fixed pick up points

Legend

-  Existing Gates
-  Check Point
-  Existing Undeveloped Area
-  Important Access to Work
-  Compound Walls
-  Signages at Junctions

Local Scale

Phase I

Visibility and Security

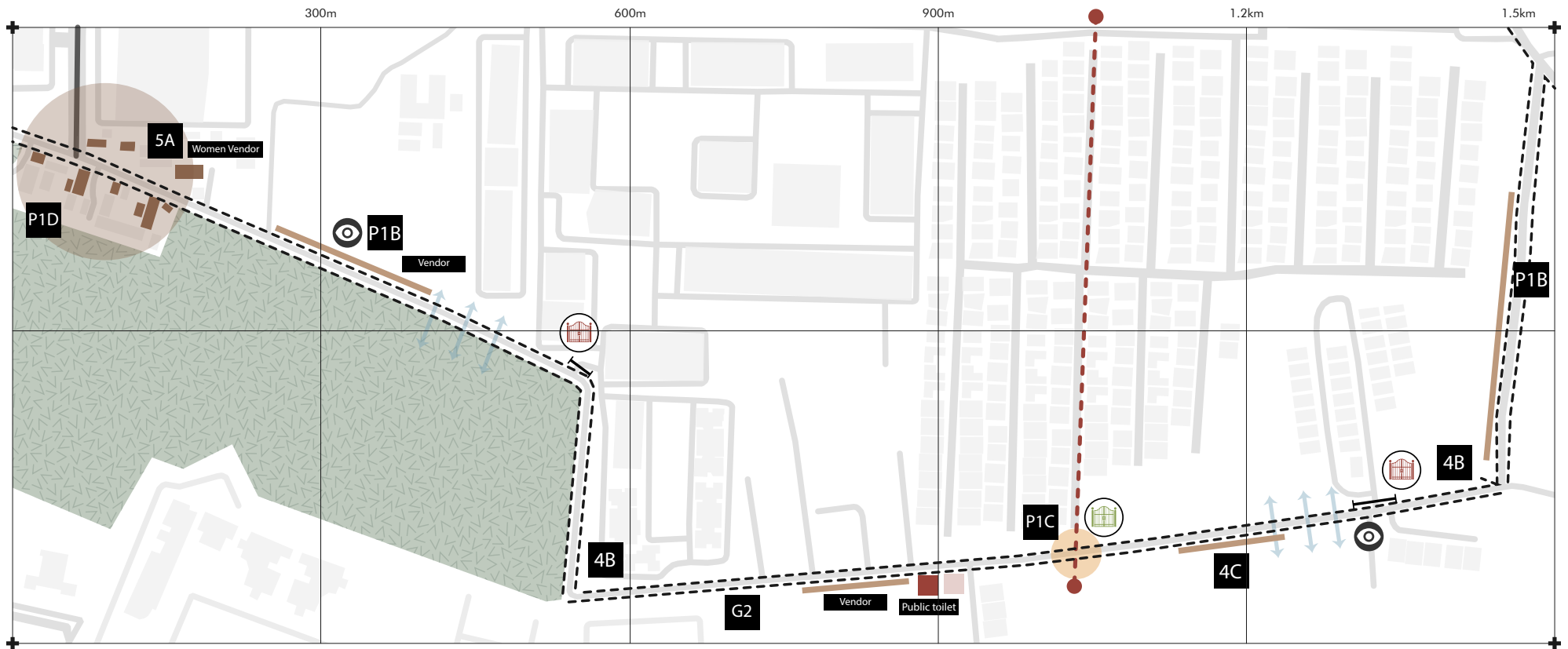


Fig 70: Proposed share auto network with fixed pick up points

Legend

- Existing Gates
- Proposed Entry for Pedestrians
- New Pedestrian Access
- Public toilet
- Existing Undeveloped Area
- Vendor Areas
- Redesigned Compound walls
- Line of Visibility
- Places for Women Vendors

Local Scale

Phase II

Activating the street

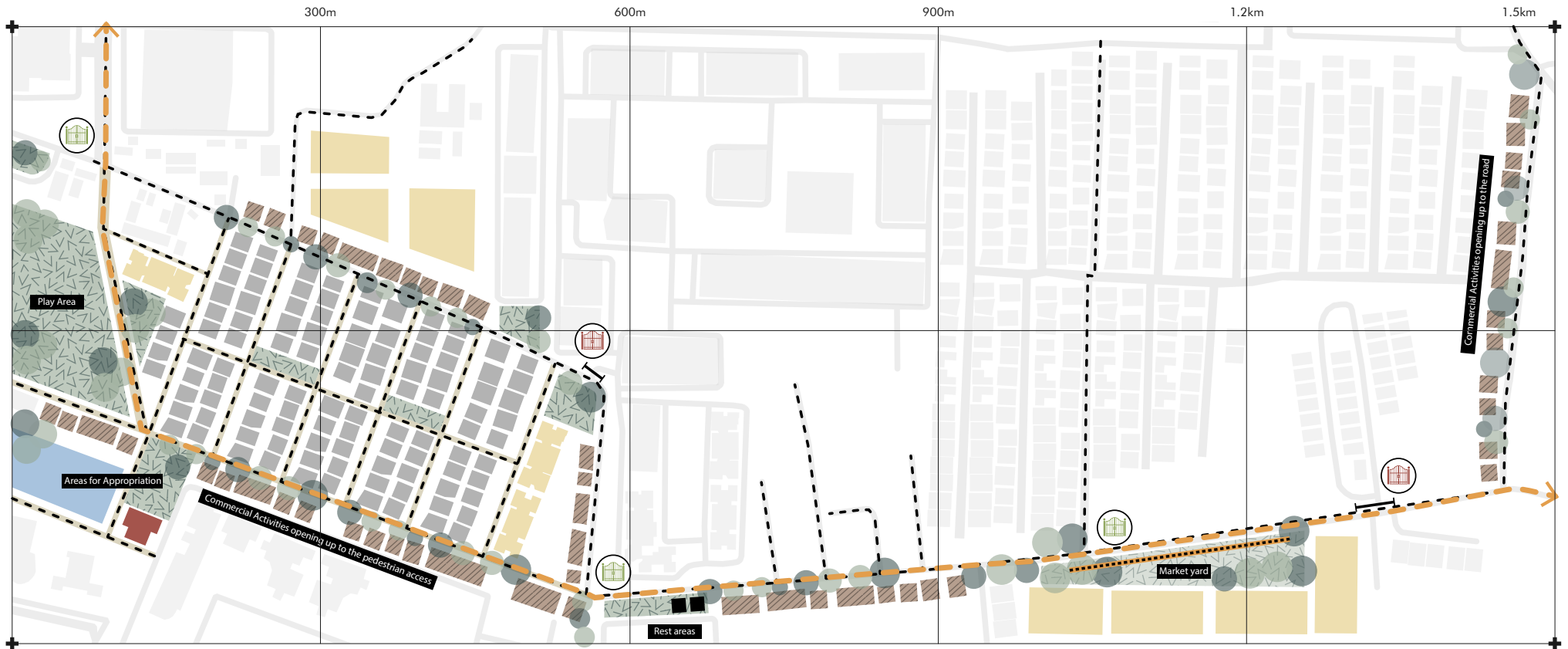


Fig 71: Proposed share auto network with fixed pick up points

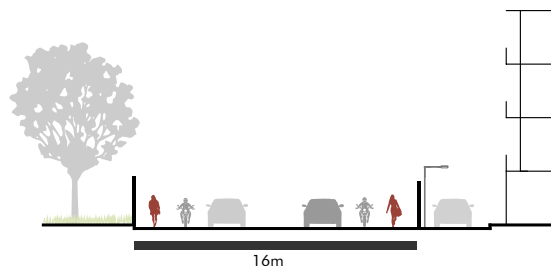


Fig 72: Existing condition

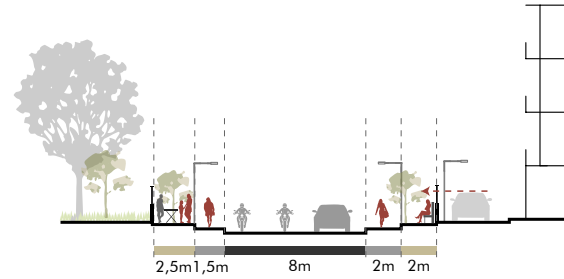


Fig 73: Proposed condition

Local Scale

Phase III

New planning principles

Before

After



Local Scale

Impression 2

Visualising the strategies

Before

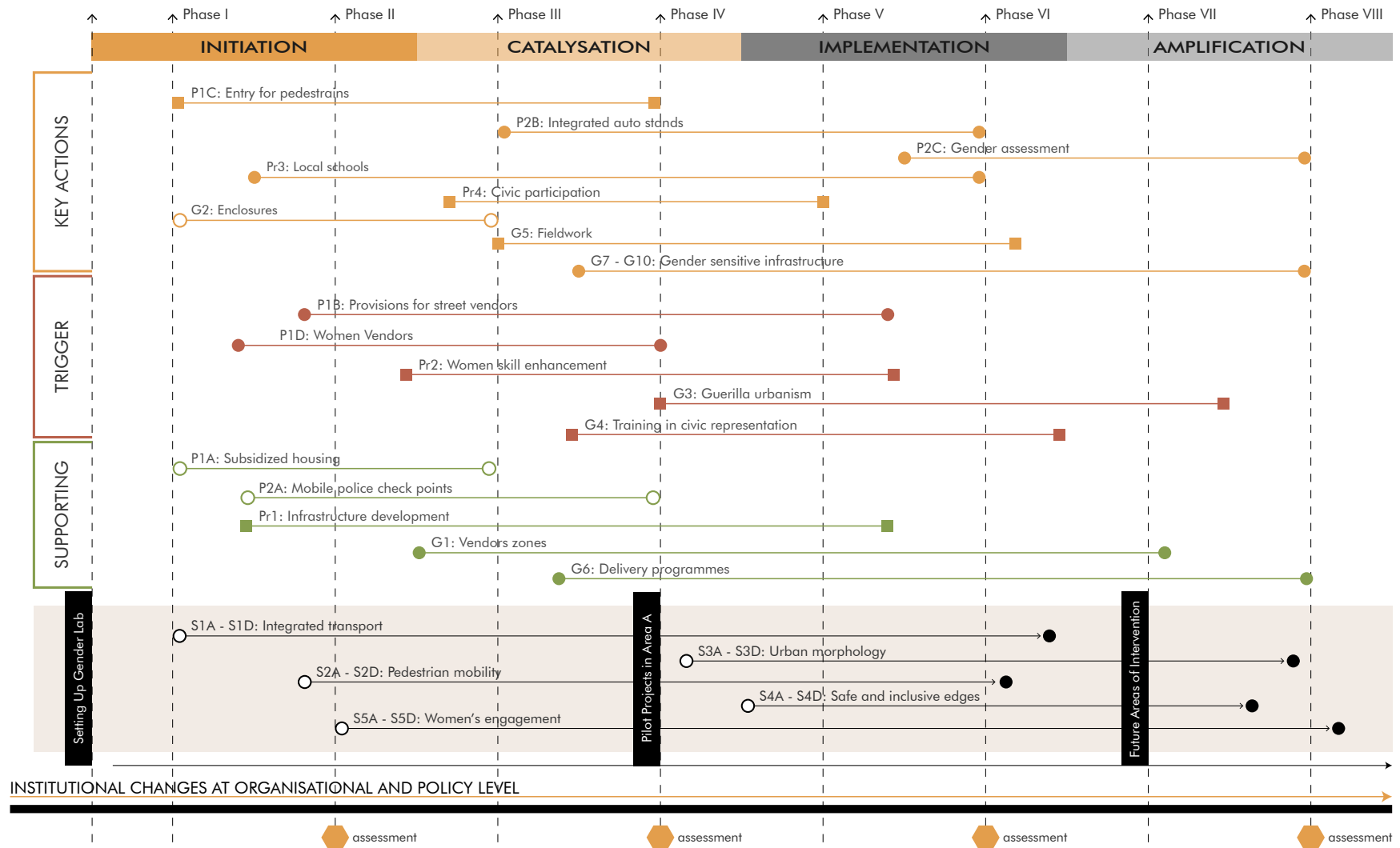
After



Local Scale

Impression - 3

Visualising the strategies



Timeline

Phasing of the strategic actions

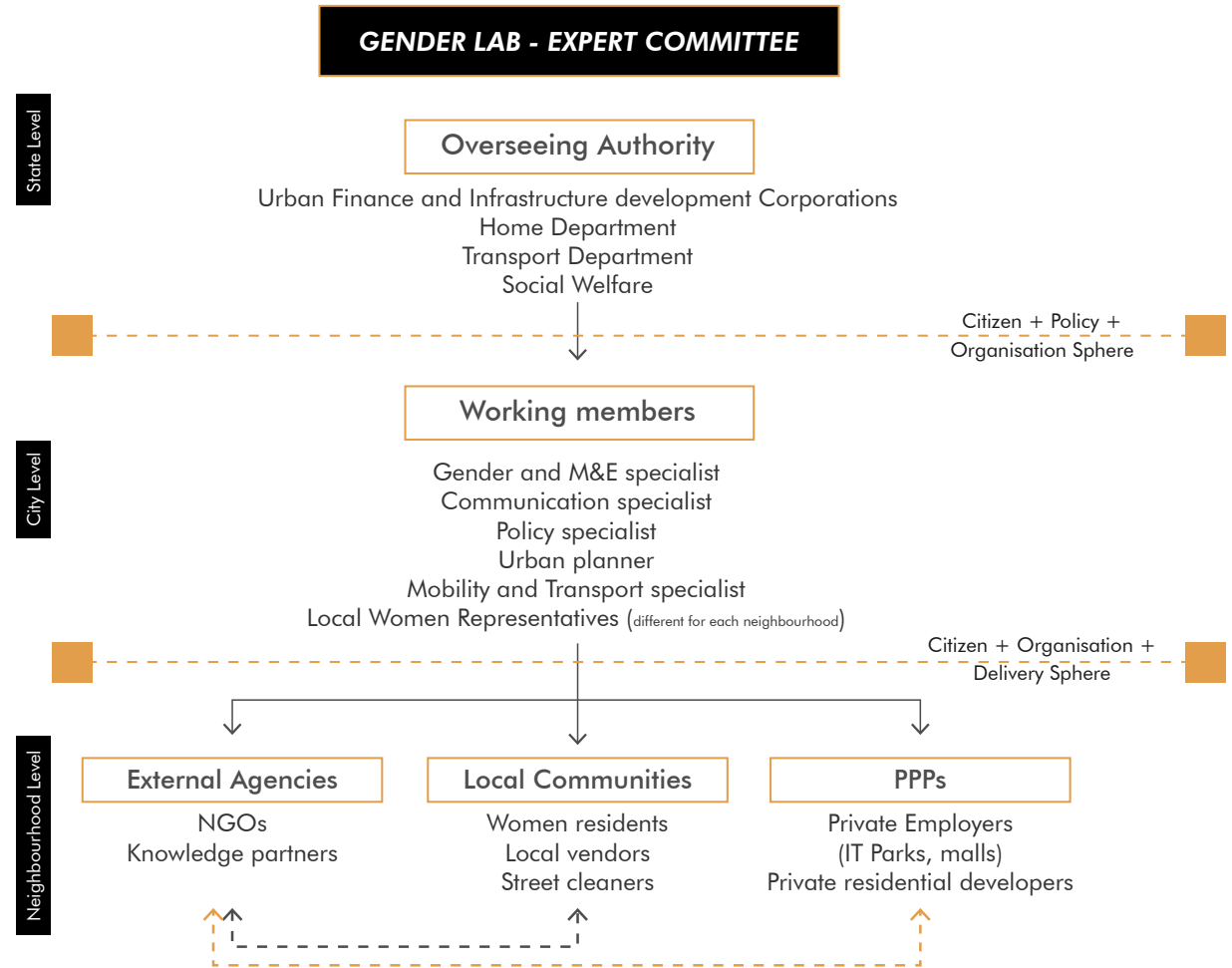
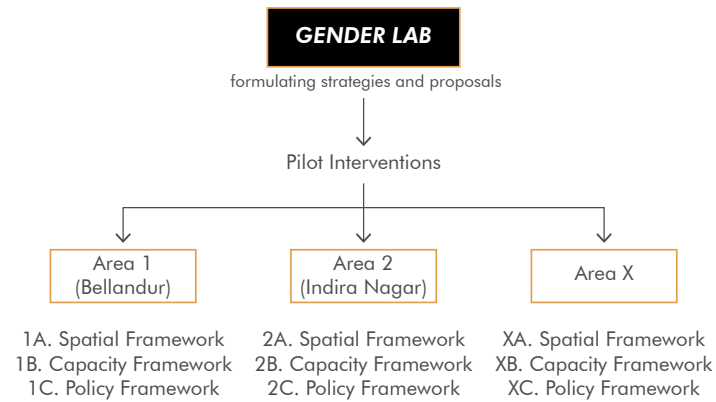


Fig 74: Structure of the Gender Lab

Institutional Strategy

Gender Lab

Structure, roles and responsibilities

INSTITUTIONALISING CHANGE

Institutionalisation is the process in which social practises are sufficiently regularised and repeated so much so that they have impacted the social structures significantly.

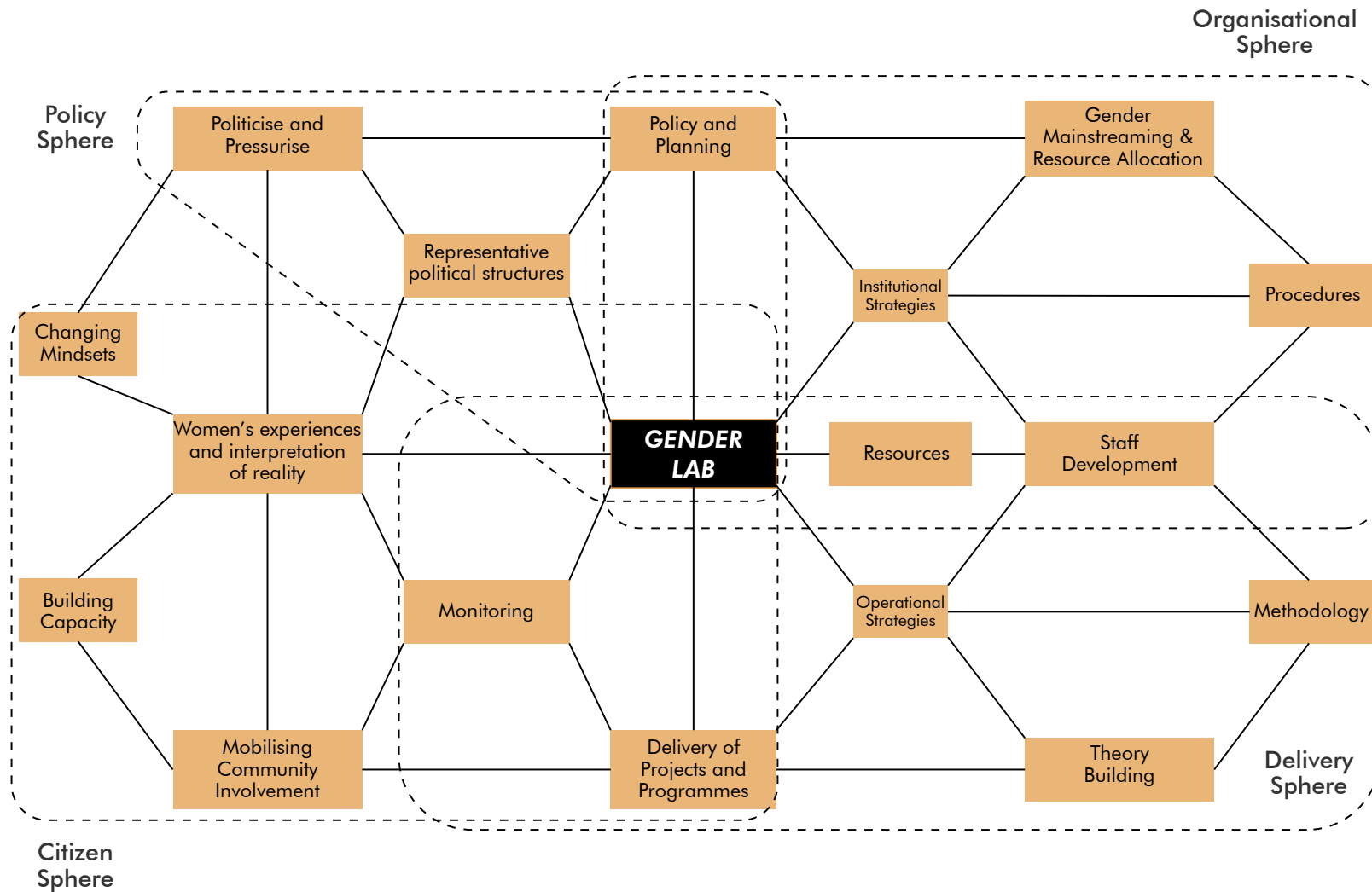
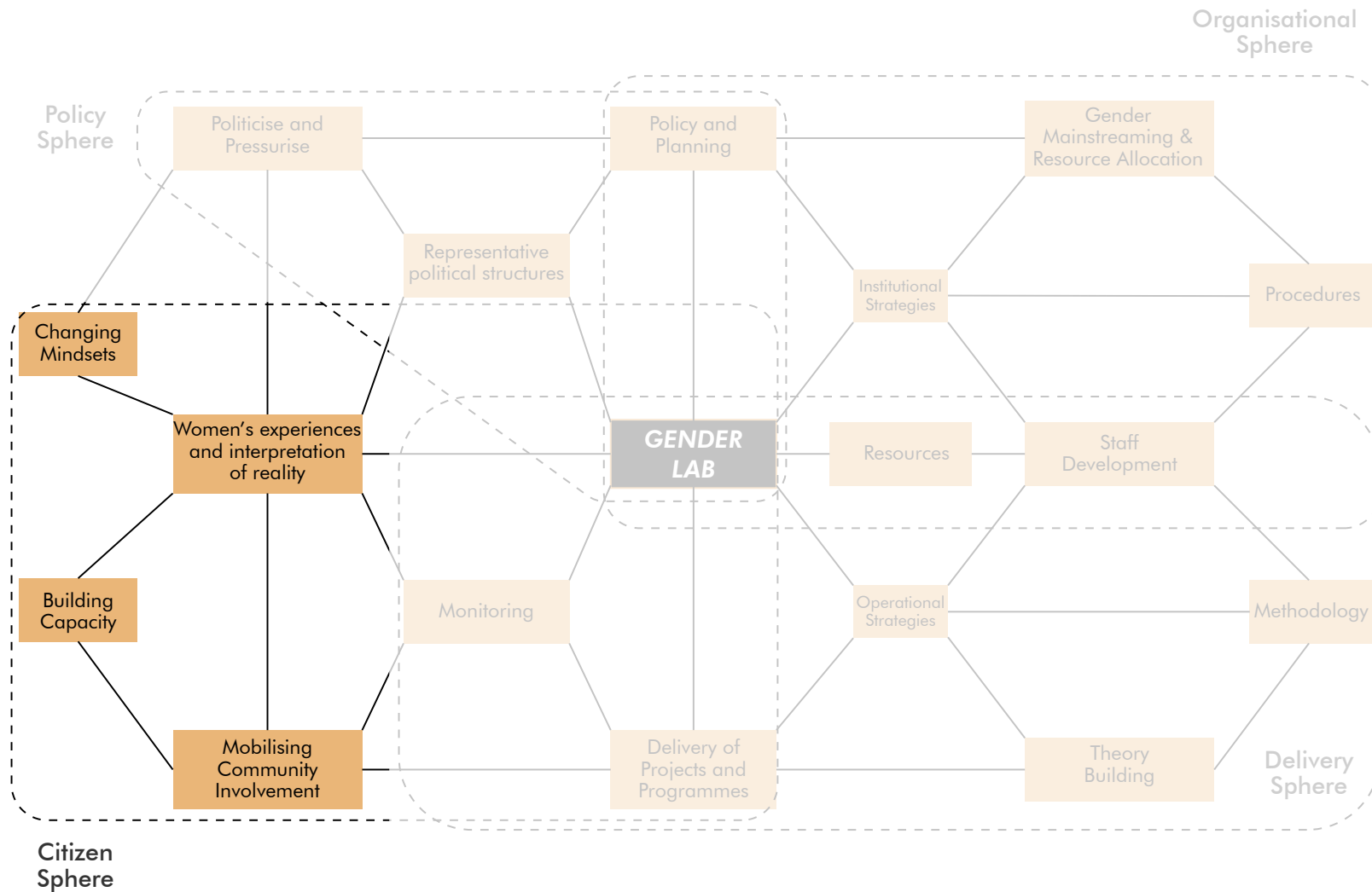


Fig 75: Web of Institutionalisation

Institutional Strategy

Web for Gender-Mainstreaming

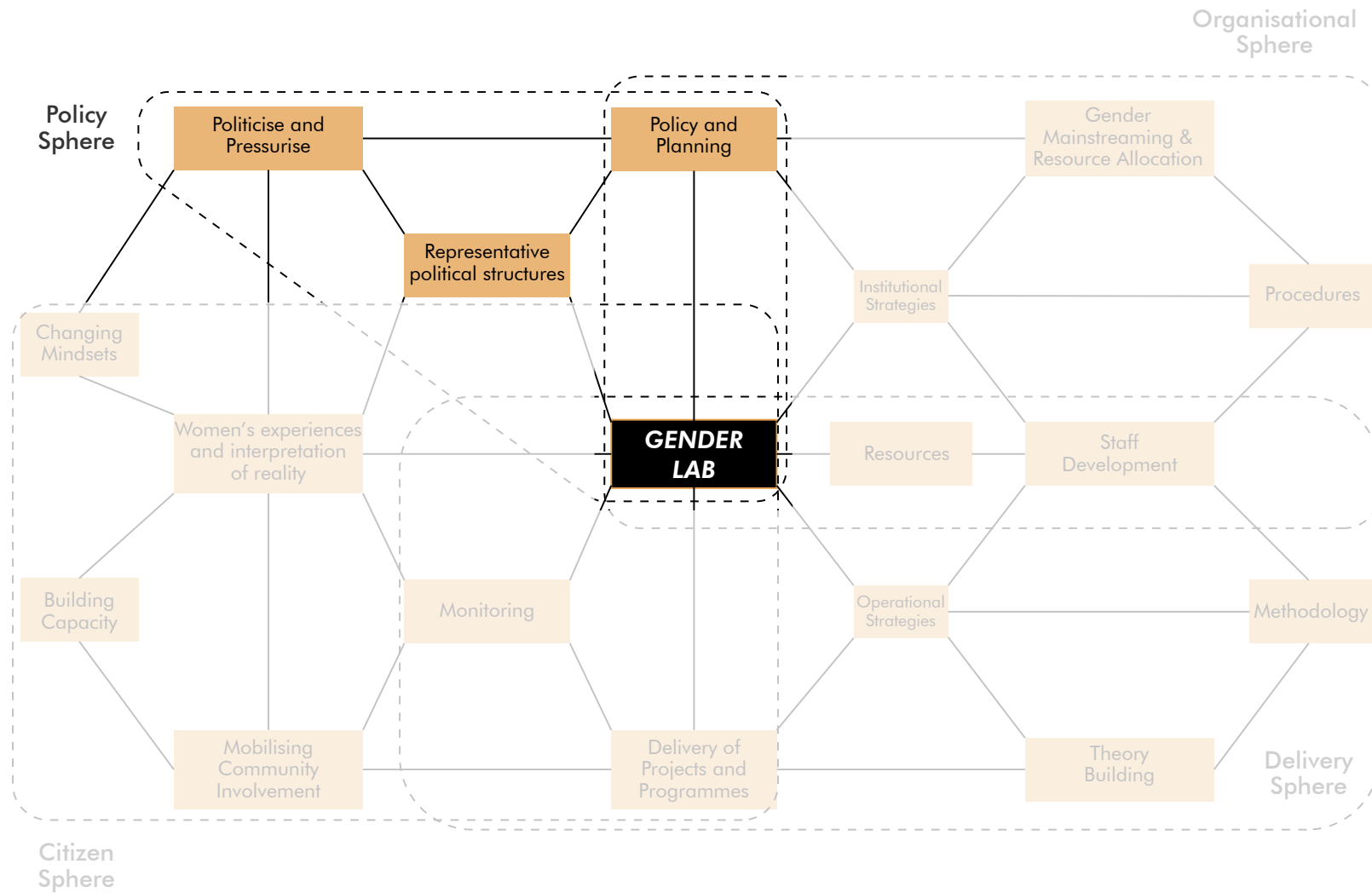
Weaving the web of institutionalisation



Institutional Strategy

Web for Gender-Mainstreaming - Citizen Sphere

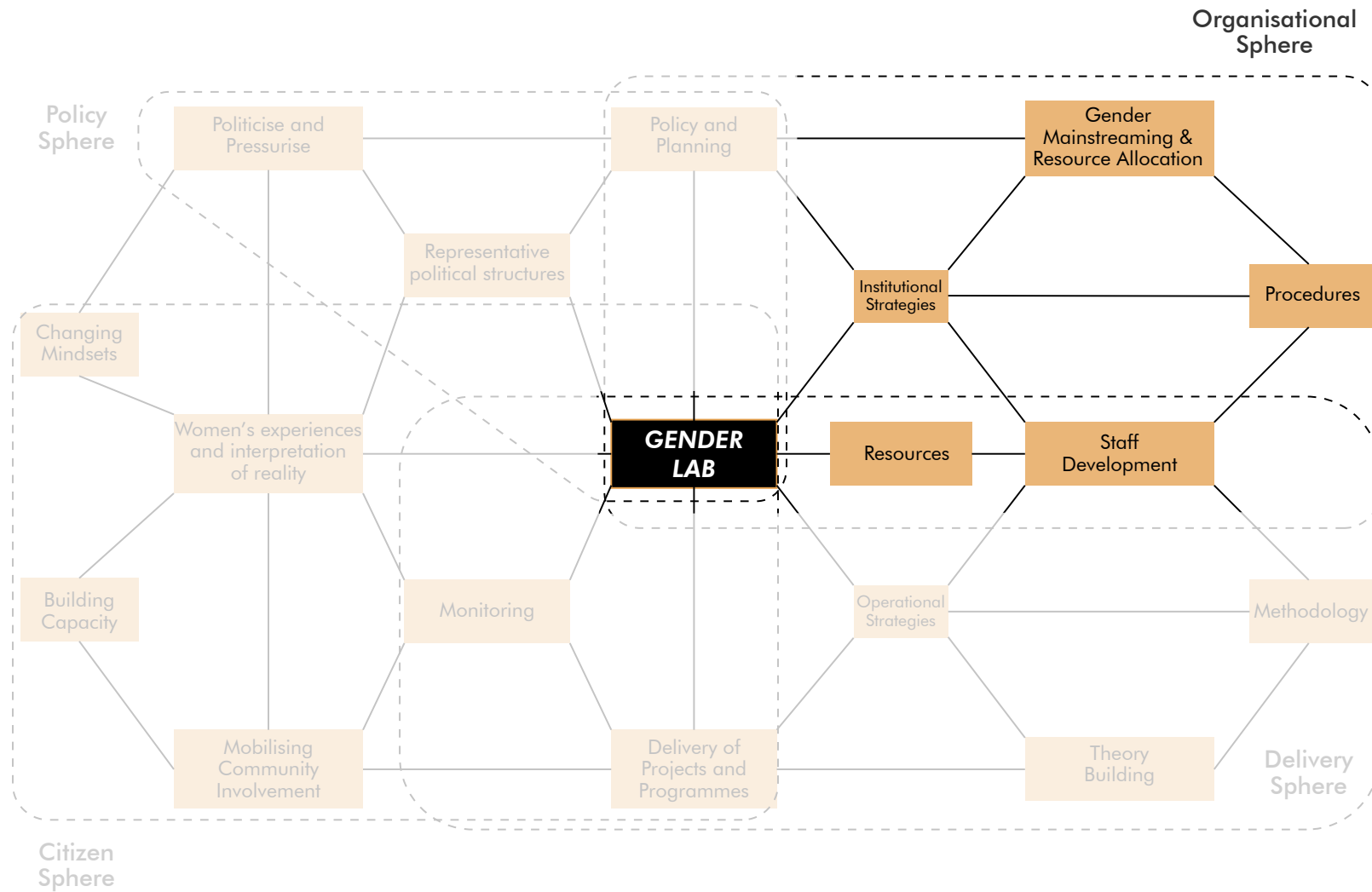
Weaving the web of institutionalisation



Institutional Strategy

Web for Gender-Mainstreaming - Policy Sphere

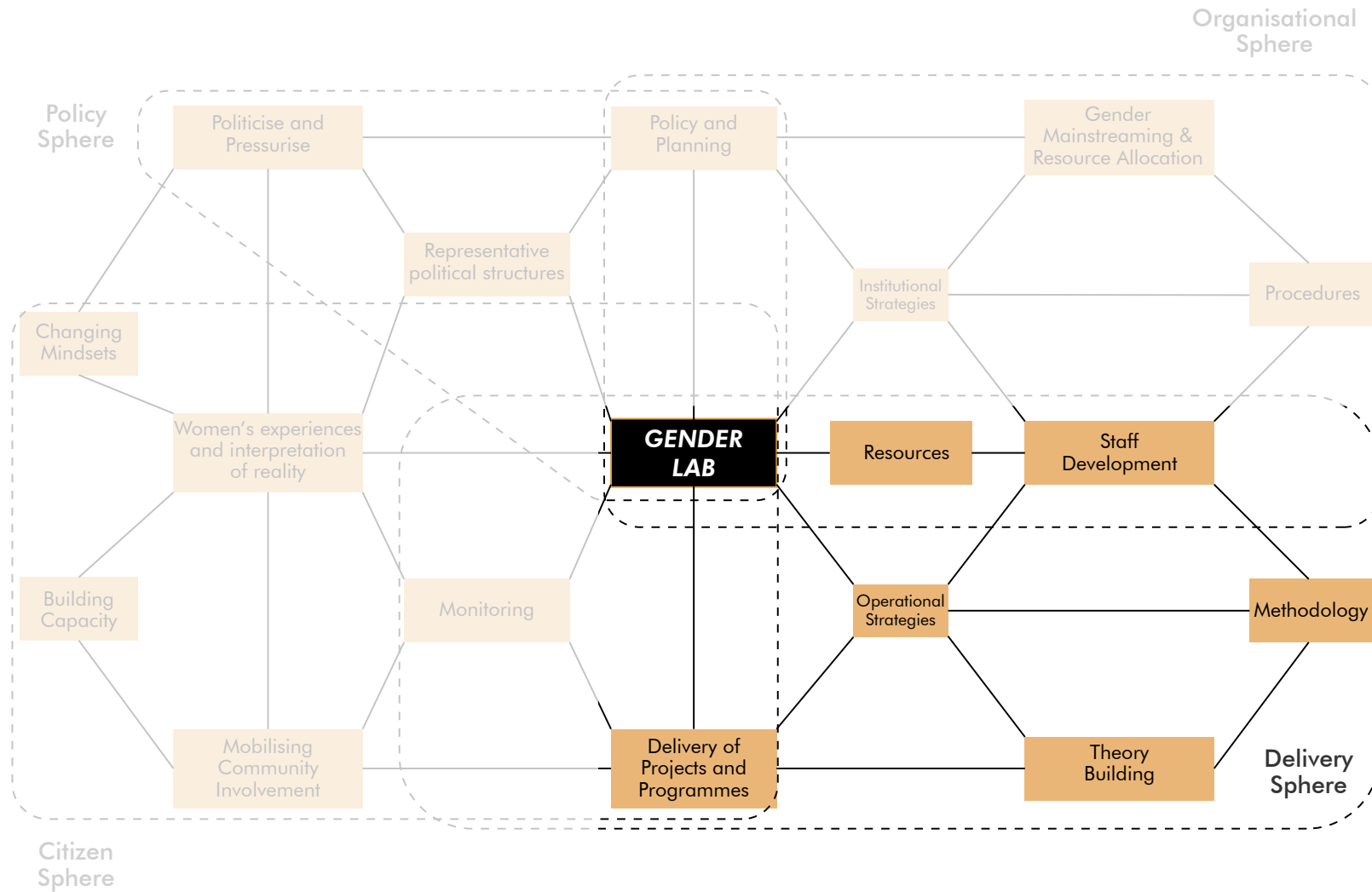
Weaving the web of institutionalisation



Institutional Strategy

Web for Gender-Mainstreaming - Organisational Sphere

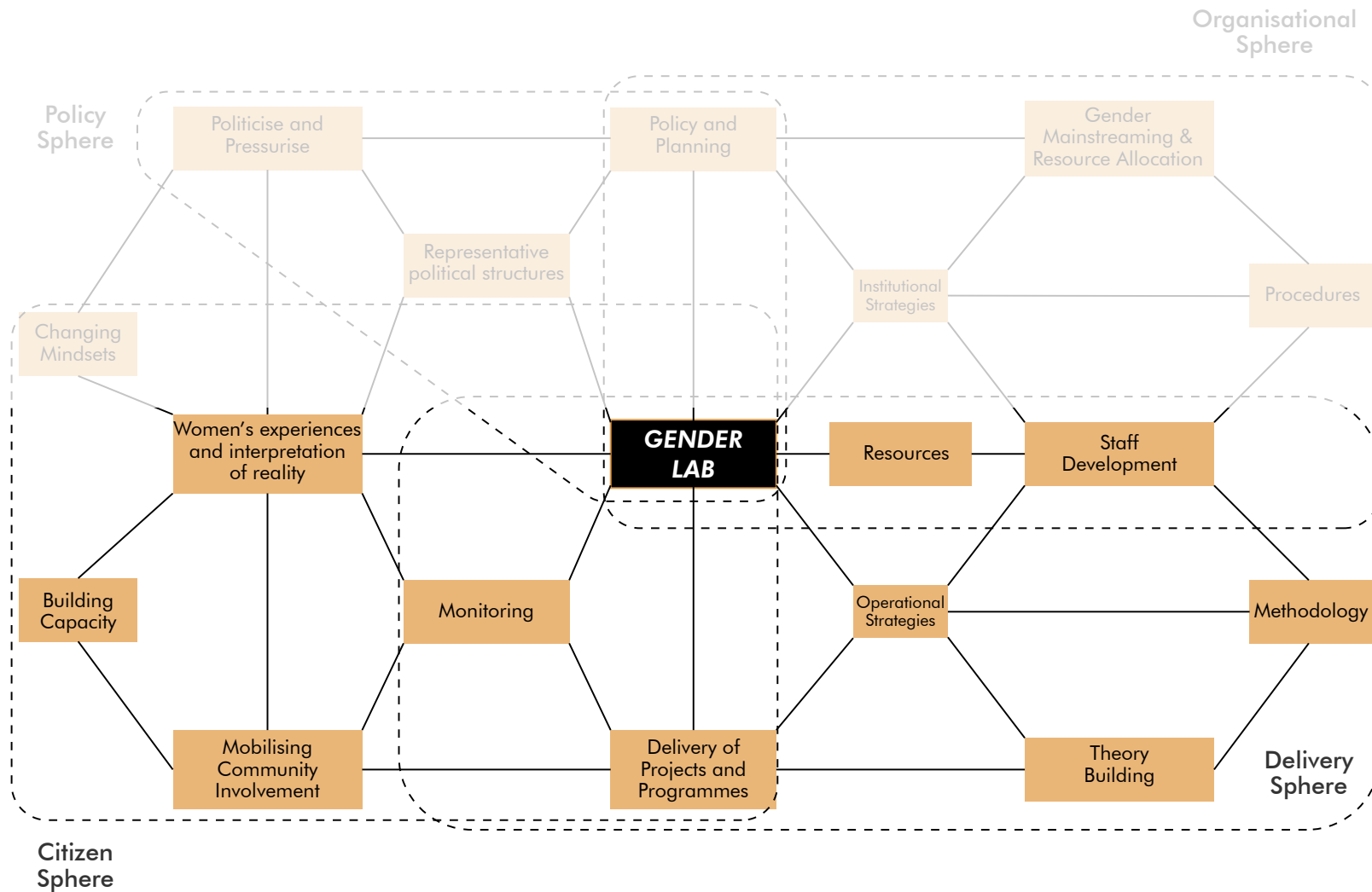
Weaving the web of institutionalisation



Institutional Strategy

Web for Gender-Mainstreaming - Delivery Sphere

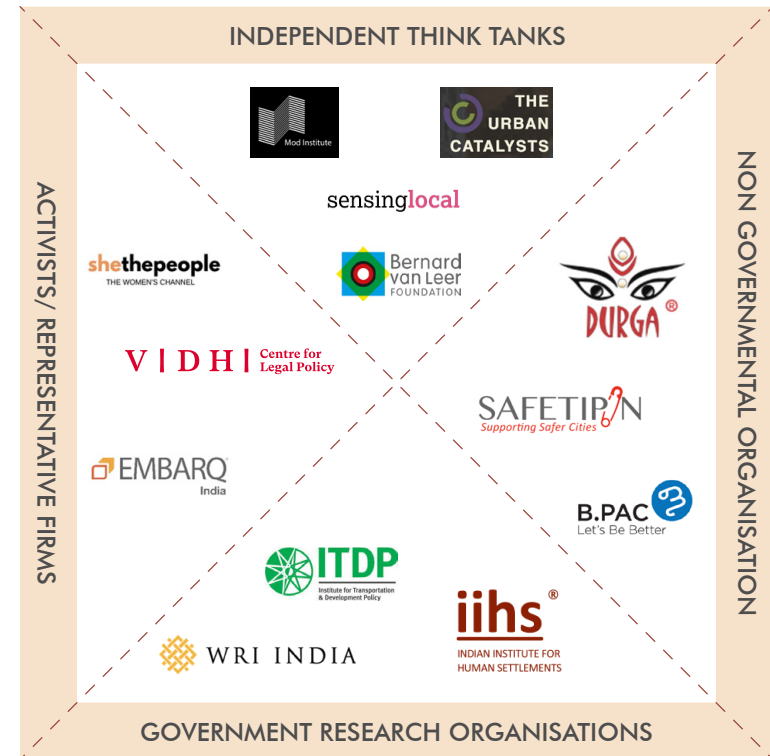
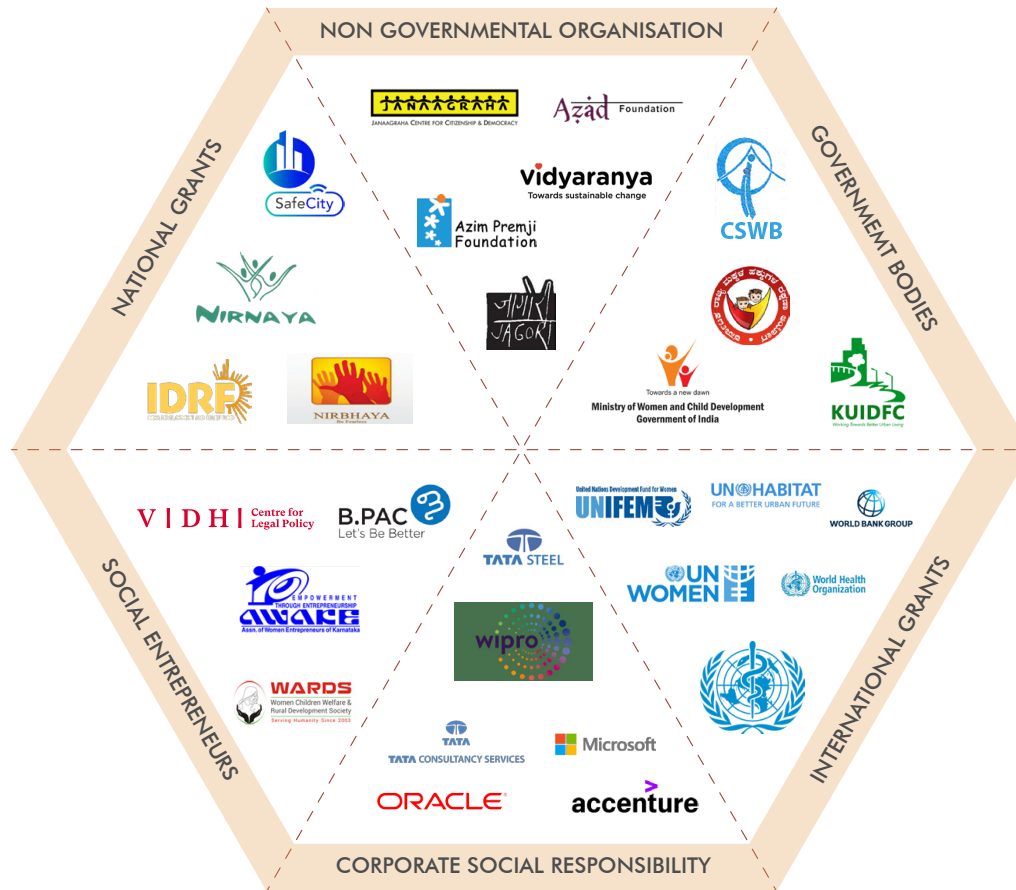
Weaving the web of institutionalisation



Institutional Strategy

Web for Gender-Mainstreaming - Delivery Sphere

Weaving the web of institutionalisation



Knowledge and Financial Stakeholders

Analysing the funding potentials

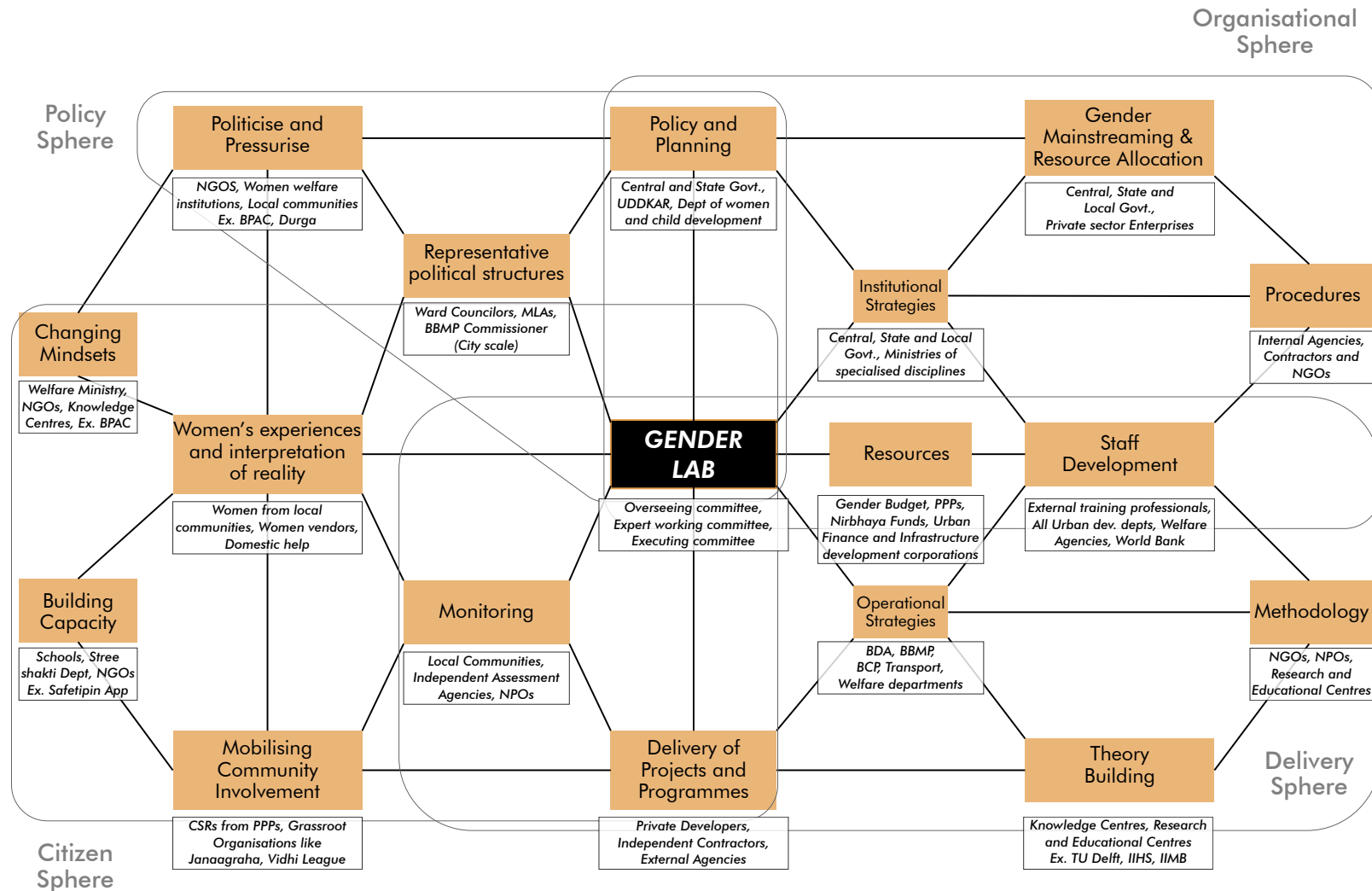


Fig 76: Web of Institutionalisation with stakeholders

Institutional Strategy

Stakeholders for Gender-Mainstreaming

Studying the complexity of relationships between various stakeholders

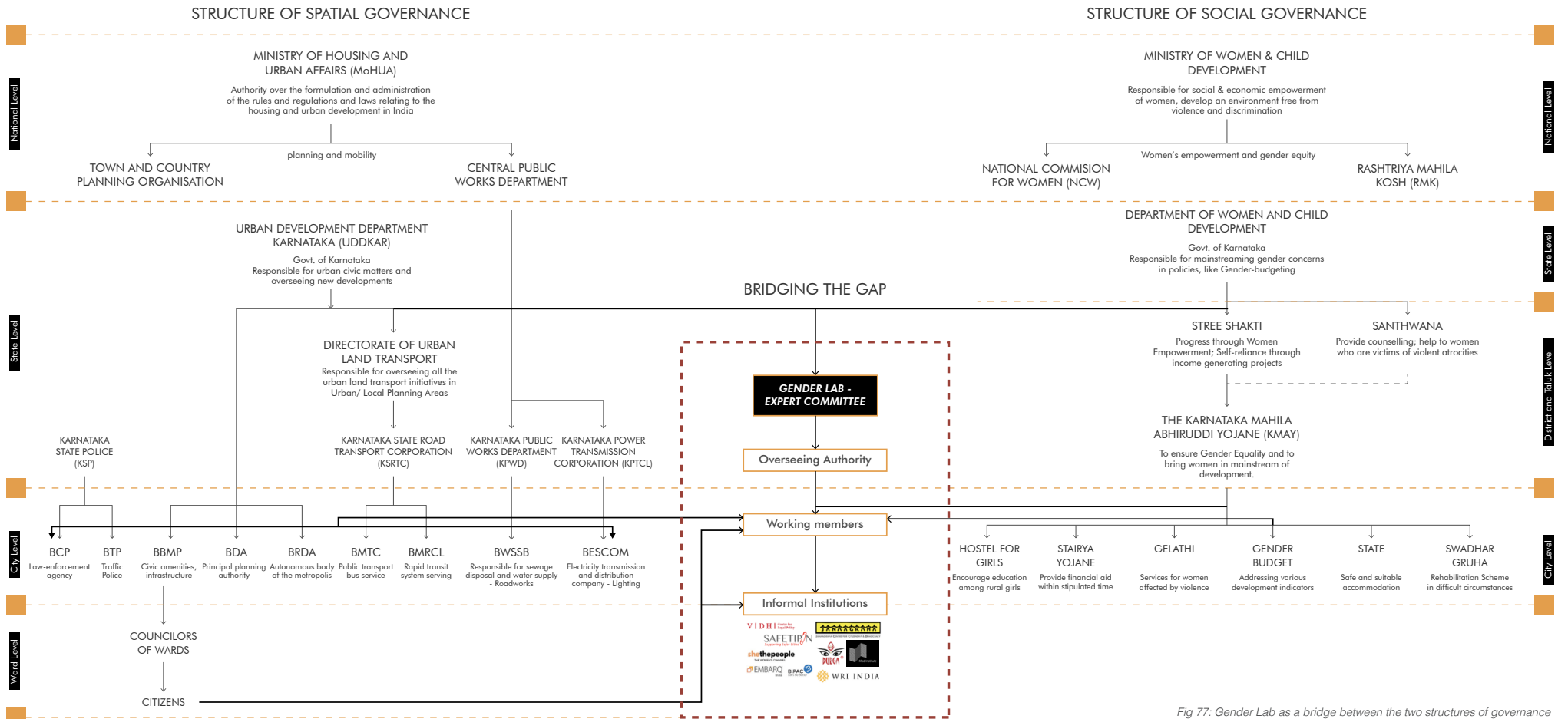


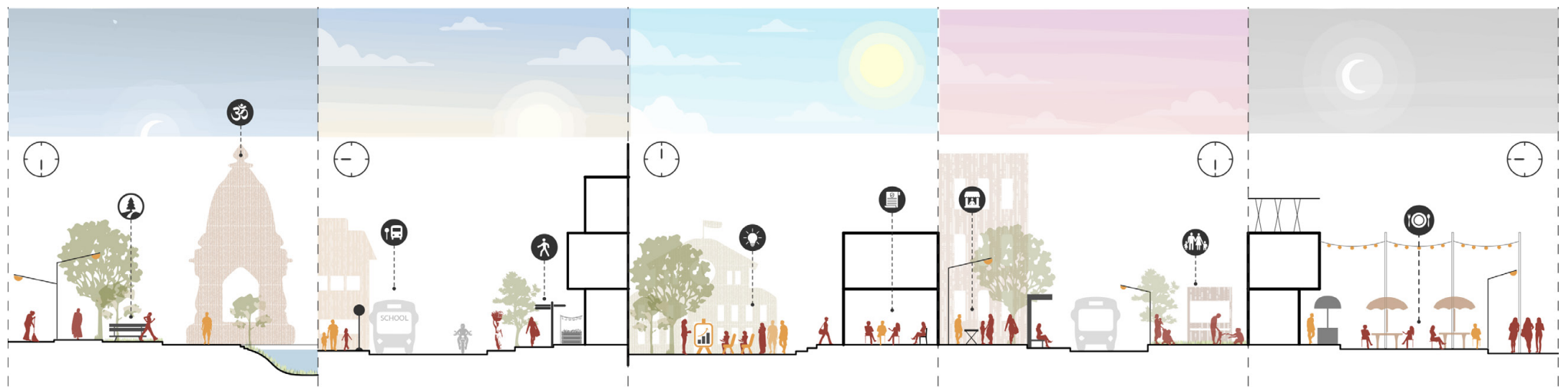
Fig 77: Gender Lab as a bridge between the two structures of governance

Gender Mainstreaming

Proposed Collaborative Stakeholder Structure

Bridging the gap between development and welfare

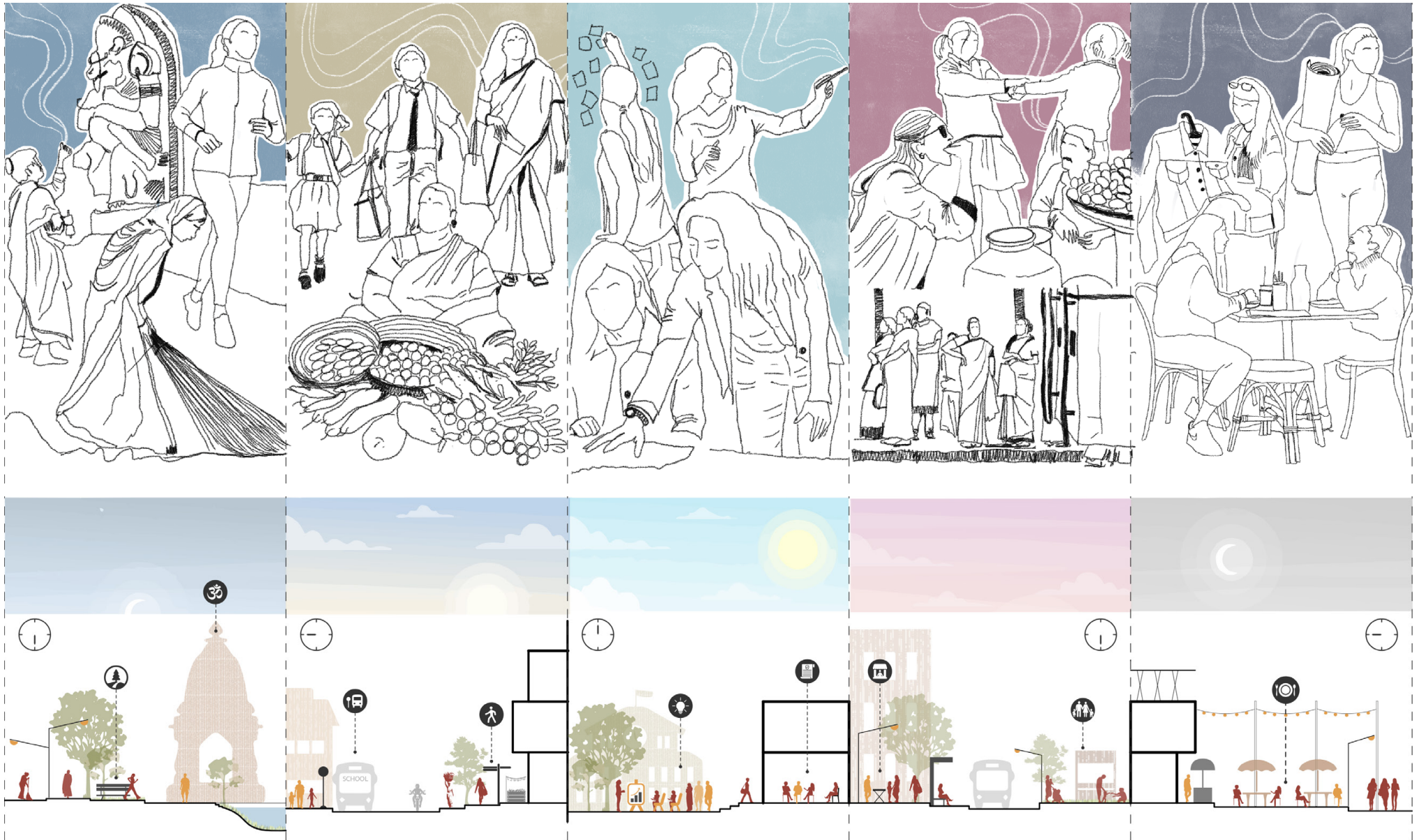
Fig 78: Section showing various temporal activities involving women



Gender Mainstreaming

Vision

Building positive relationships



Gender Mainstreaming

Vision - Target Women

Building positive relationships

CONCLUSIONS & LIMITATIONS



Existing

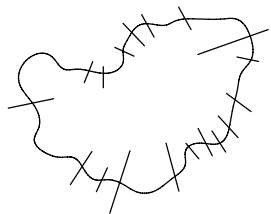


Fig 79: Current planning trends
Open structure, Centipede

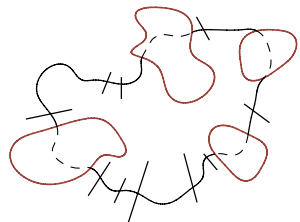


Fig 81: New gated communities
breaking the openness

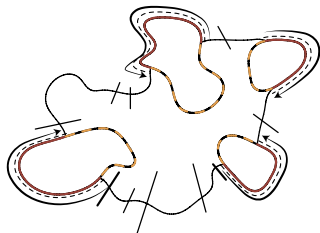


Fig 83: Longer walks in deserted
streets as a result

Proposed

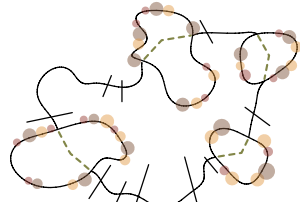


Fig 80: Active and passive
surveillance on dead streets

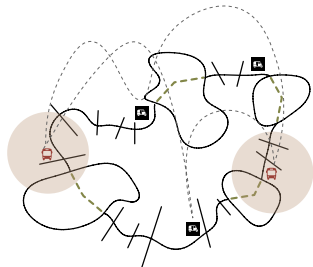


Fig 82: Repowering network of
women-friendly activities

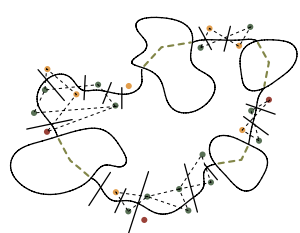


Fig 84: Integrating shorter modes of
transport with existing infrastructure

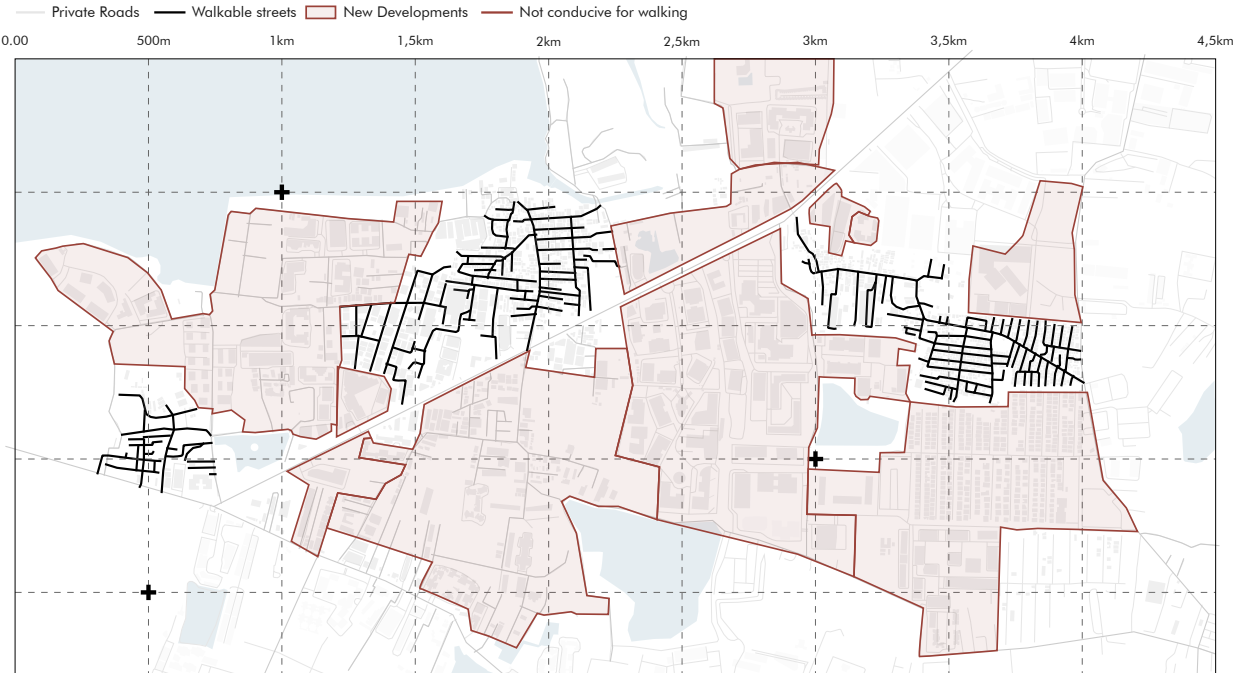


Fig 85: Map of Bellandur showing current planning trends with large closed developments

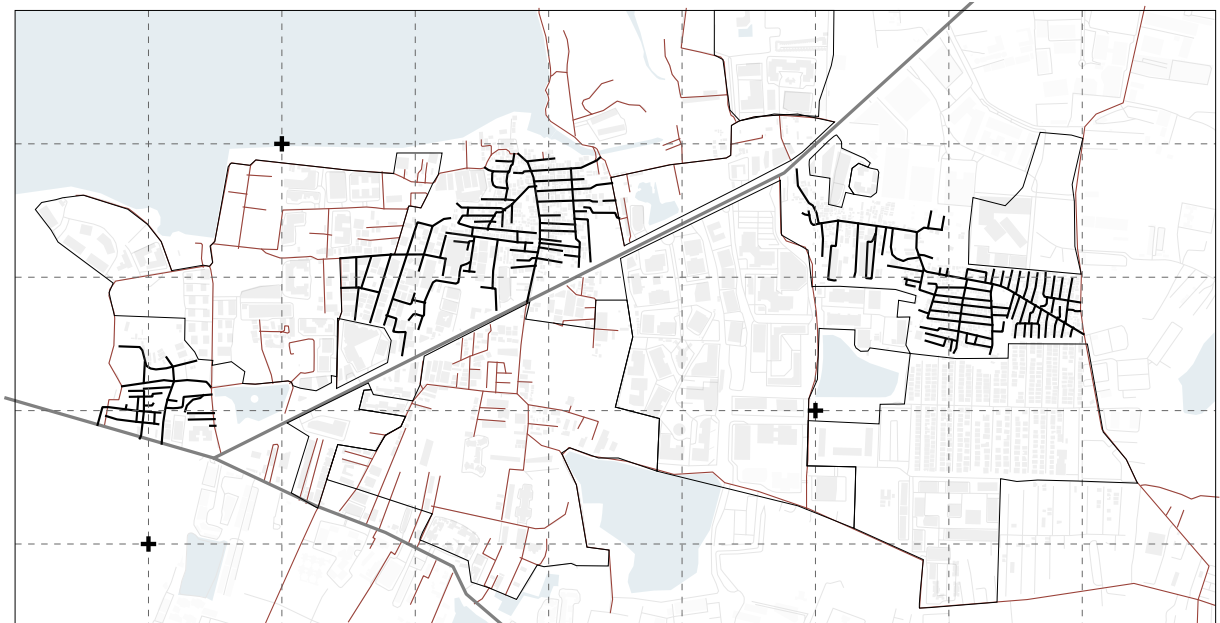


Fig 86: Map of Bellandur showing current planning trends resulting in inaccessible roads

Further Recommendations - Regional Scale

Transferability of the research

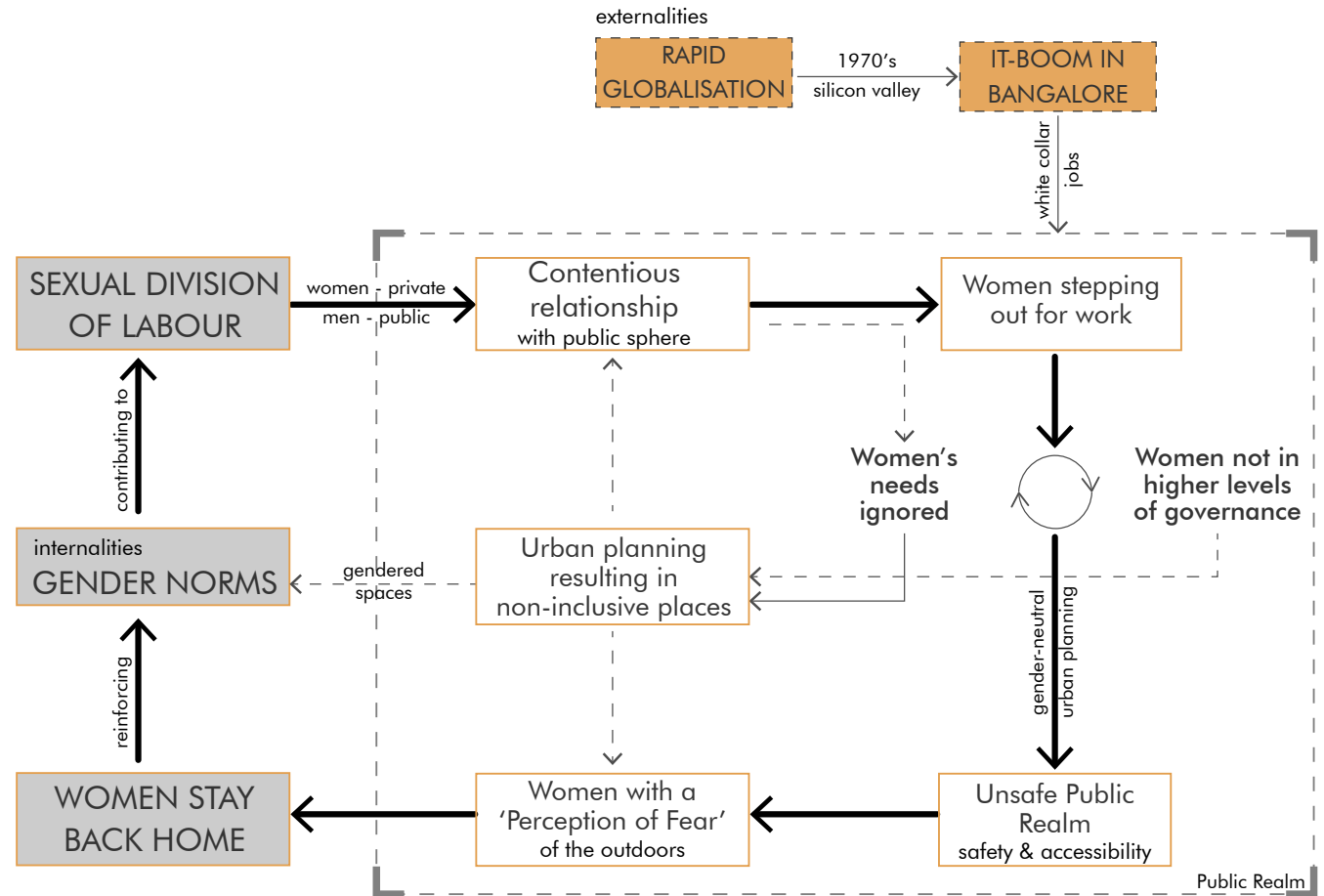
Upscaling and contextualising

THANK YOU



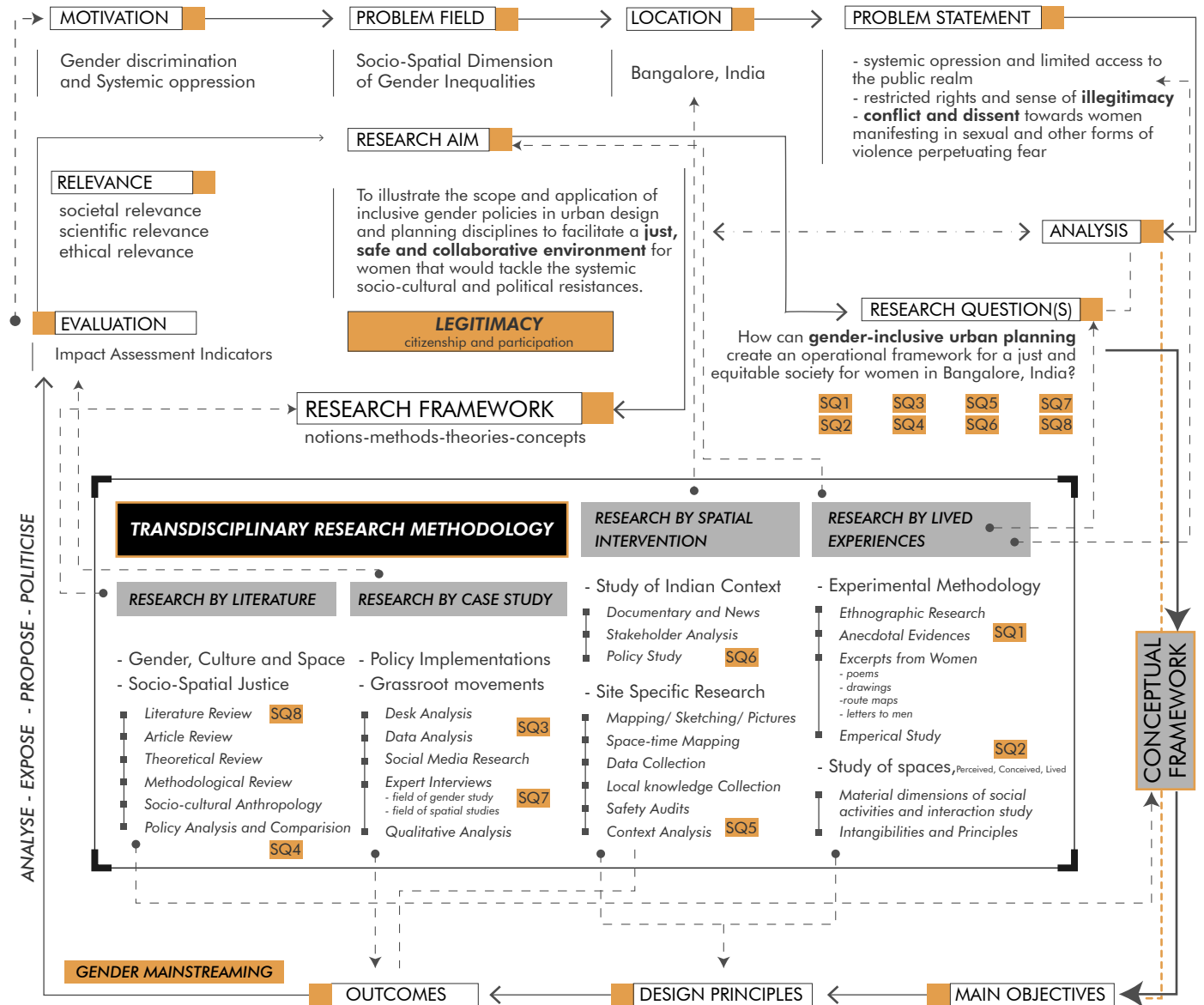
QUESTIONS N ANSWERS





Vicious cycle

How does an urban realm exacerbate gendered expectations?



- SPATIAL DIMENSION
- SOCIETAL DIMENSION
- GOVERNANCE DIMENSION

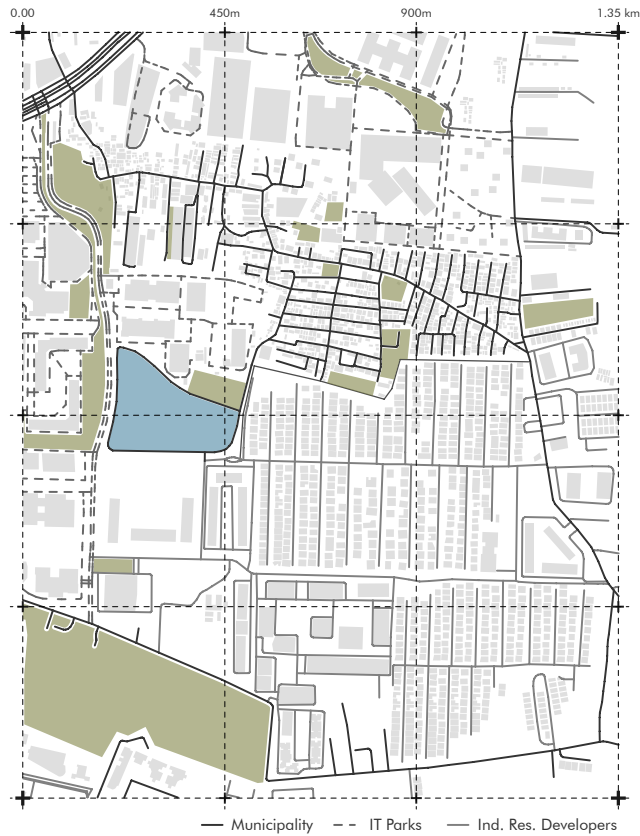
strategic development for women as co-creators
ownership/accessibility/safety

Urban Livability
Integrated Mobility
Vibrant Neighbourhoods

Capacity Building
Gender Impact Assessment
Stakeholder Collaboration

Methodology

Relationship between different methods developed



Neighbourhood Scale

Ownership and Maintenance

Exposing the shortcomings in the current planning systems

Fig 66: Interviews conducted

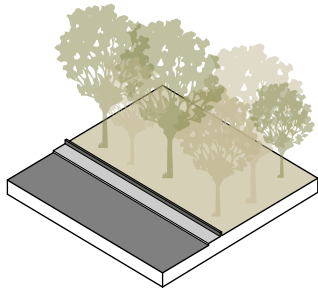
NGOS AND EXPERTS WORKING ON WOMENS ISSUES			ADDITIONAL INTERVIEWS REGARDING POLICING AND OUTREACH	
Amrita MOD, Bengaluru	What is the role of an urban planner?	Sophiya CEPT Thesis, Ahmedabad	How to engage resident women with local economy to make them active contributors to the public realm?	
Siri BPAC, Bengaluru	What is the methodology for community engagement?	Katie Pyle JANAAGRAHA, Bengaluru	Developing methodology for including citizens to develop community awareness	
Monika DURGA, Bengaluru	What are the parameters for safety audits?	Sarah WORLD BANK, Chennai	Safecity project in Chennai, India. Developing Genderlabs for holistic interventions	
Ananya Ramesh WRI INDIA, Bengaluru	Relationship between mobility, digital urbanism and safety	Sneha VIDHI LEAGUE, Bengaluru	Developing impact frameworks of new infrastructure on gender experiences	
Sushma BPAC, Bengaluru	Representing the unheard and Identifying the regulatory loopholes for true inclusion	BUILT EMPATHY, Bengaluru	Values of serving the marginalised and representing the voices of unheard.	
Sonali Vyas SAFETIPIN APP, Delhi	Identifying vulnerabilities in bengaluru through the safetipin app			



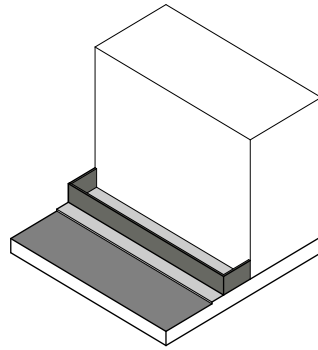
Fig 65: Logos of relevant NGO's

Grass-root movements

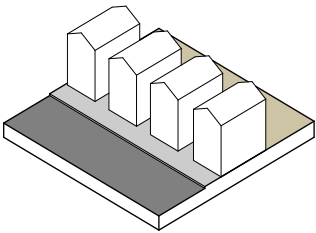
Analysing the potentiality of grassroots movements



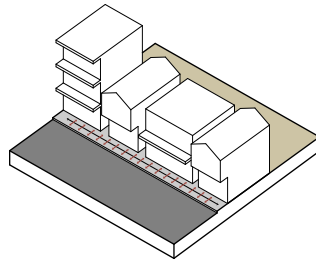
Barren lands that are not properly demarcated or regulated.



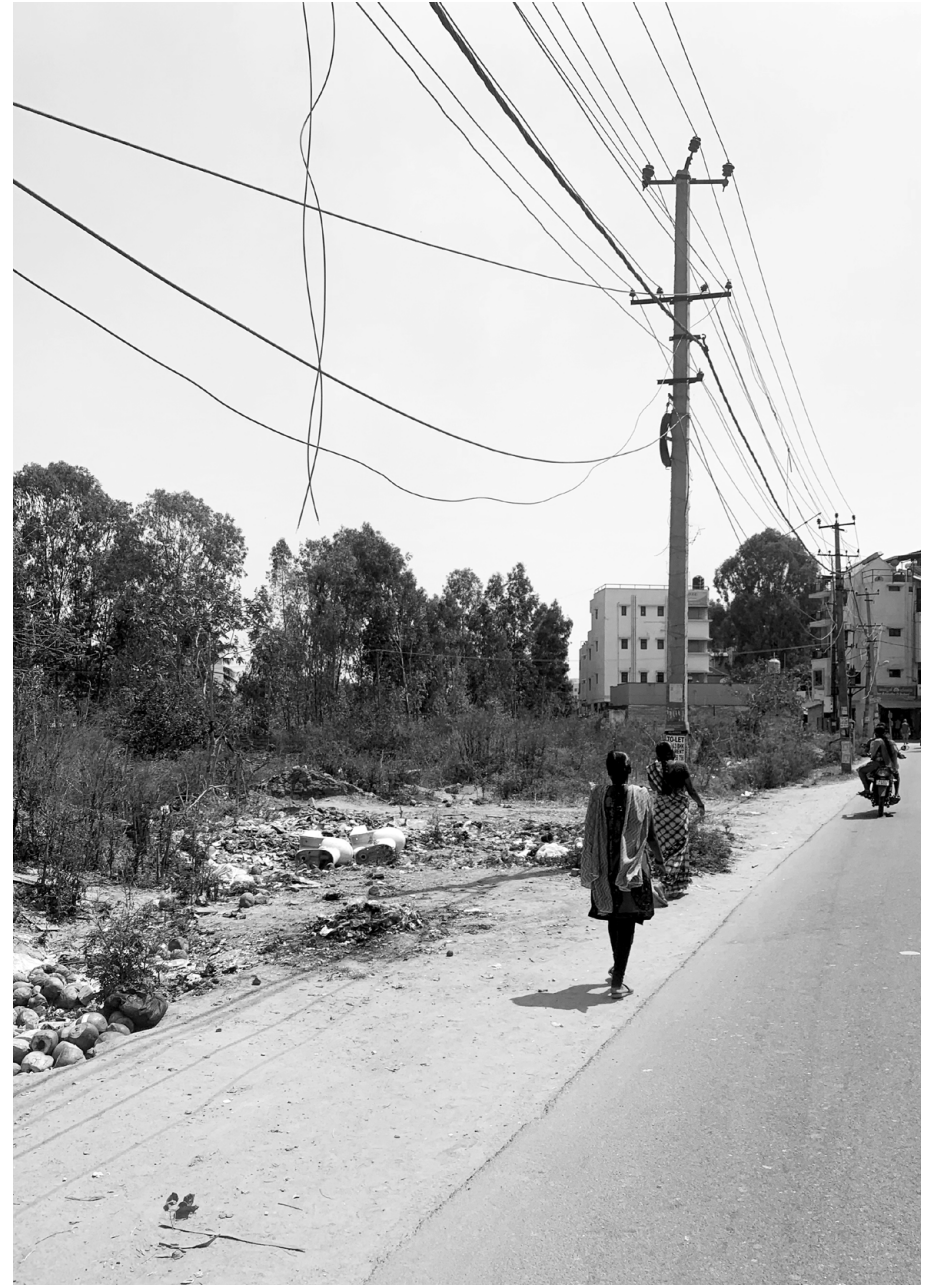
Dead compound walls that hinder visibility while walking.



Masculine activities that don't cater to women and sees a lot of gendered activity.



Shops that open up to the road and has men loitering and obstructing the footpaths



Local Scale

Gender and Space

Analysing the impact of space on women's behaviour



Img 35: Women standing behind the public edge to interact with each other away from the public eye.

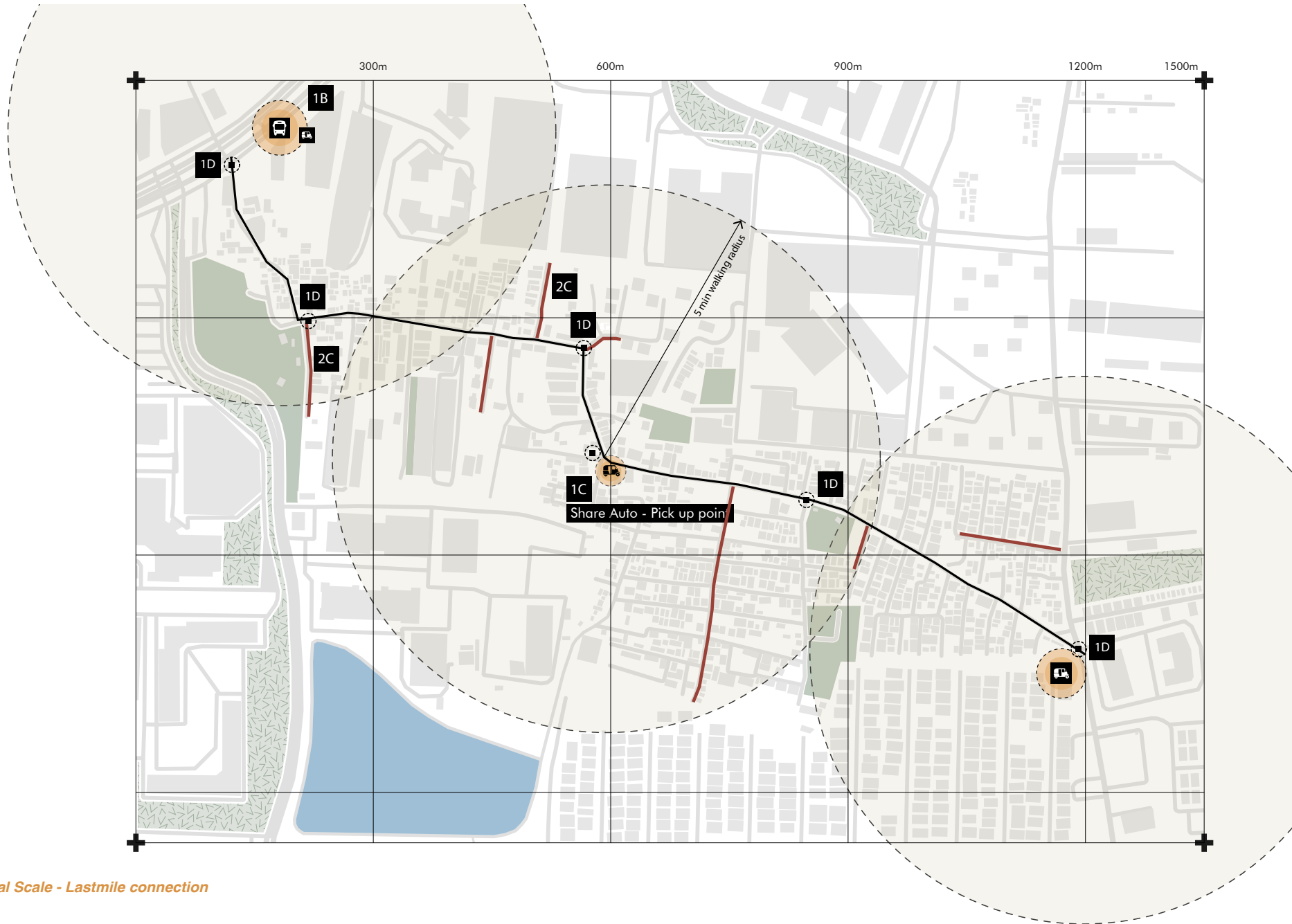


Img 36: Men standing at the junction of the road to interact with each other.

Local Scale

Gender and Space

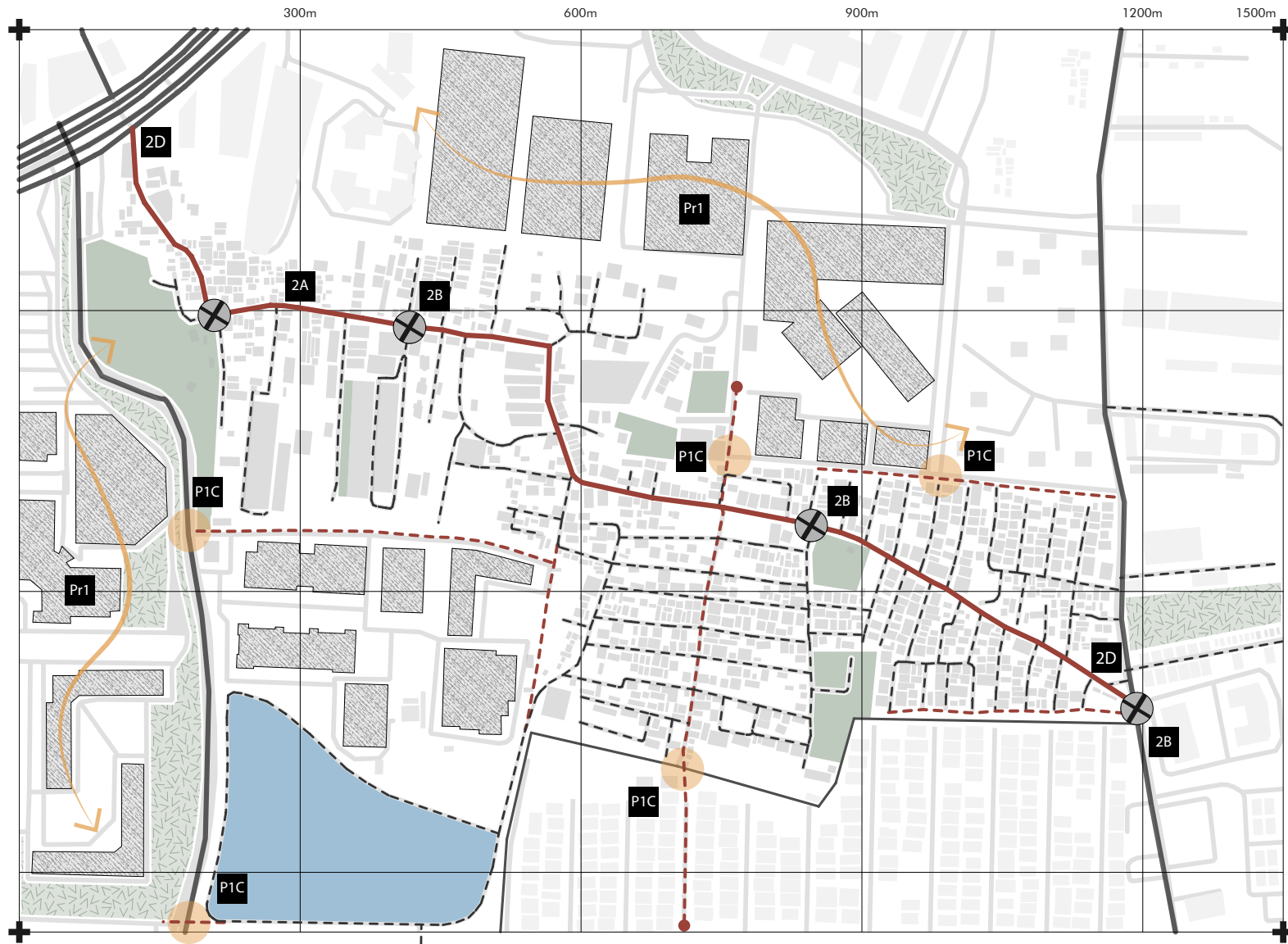
Analysing the impact of space on women's behaviour



Local Scale - Lastmile connection

Phase I

Creating Shorter modes of transport



Local Scale - Lastmile connection

Phase II

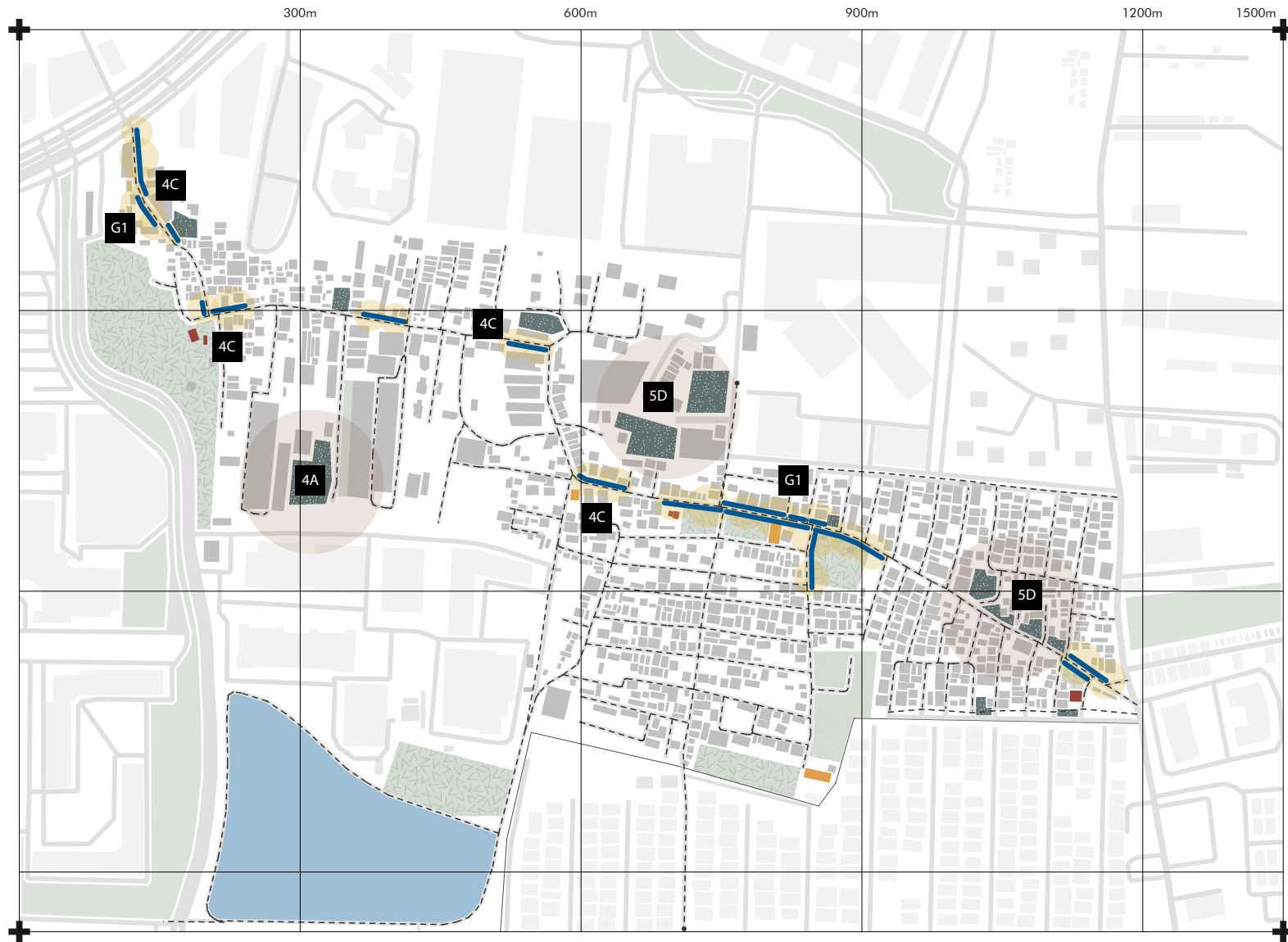
Pedestrian Infrastructure



Local Scale - Lastmile connection

Phase III

Capacity Building



Local Scale - Lastmile connection

Phase IV

Community Building & Ownership



Neighbourhood Scale

Local Organisations

Engaging local women for building positive relationships



Neighbourhood Scale

Local Organisations

Engaging local women for building positive relationships



Fig 61: Road hierarchy of Indira Nagar

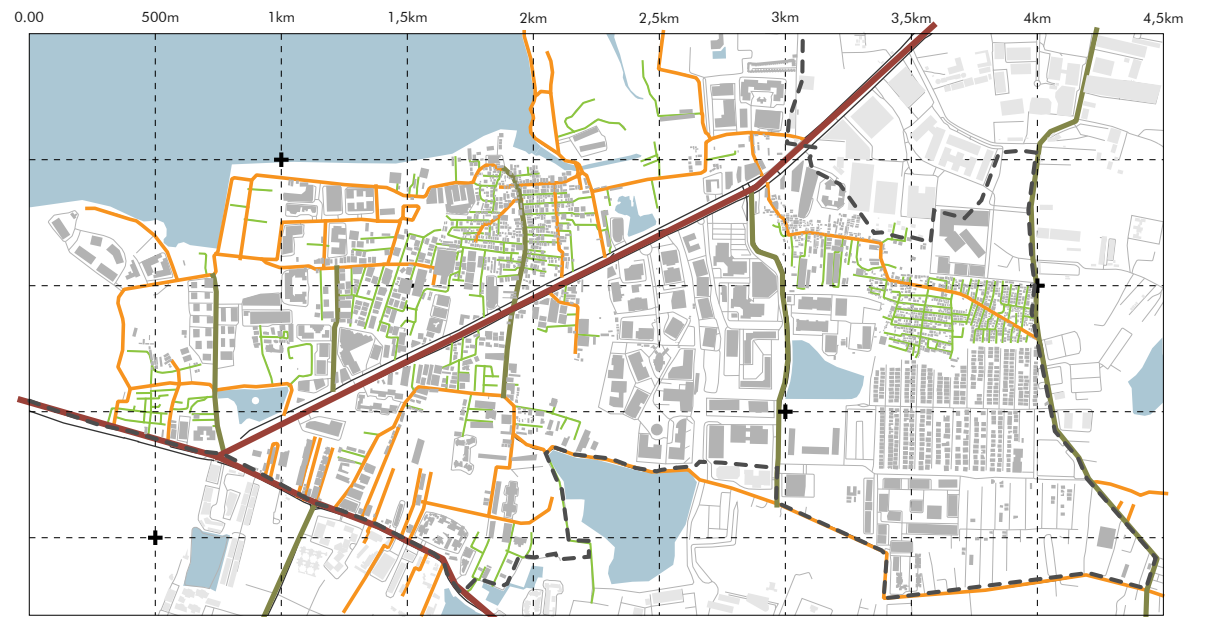
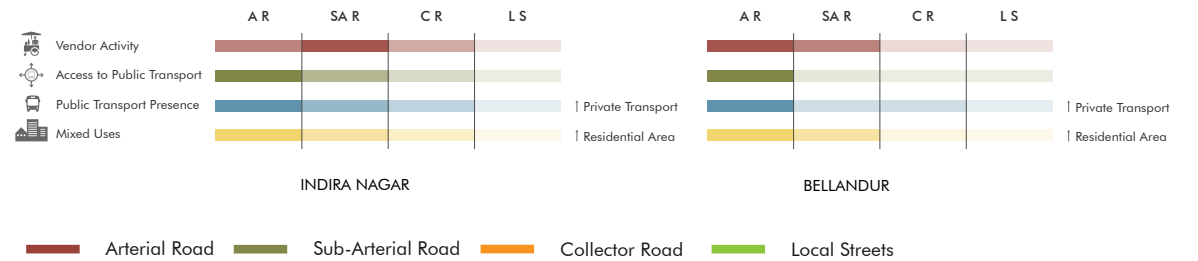


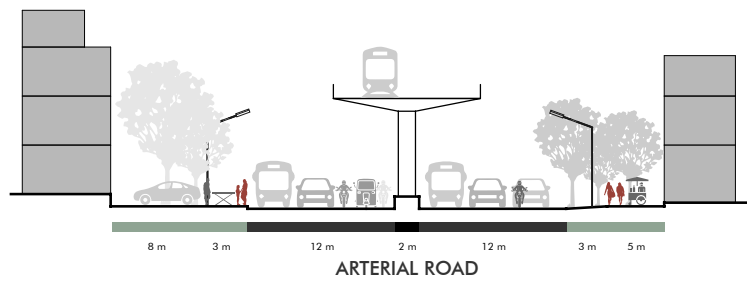
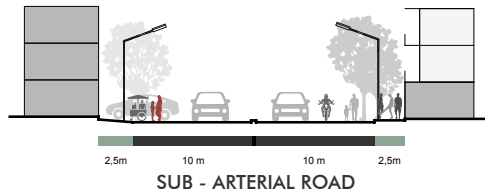
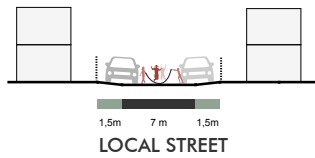
Fig 62: Road Hierarchy of Bellandur

Neighbourhood Scale

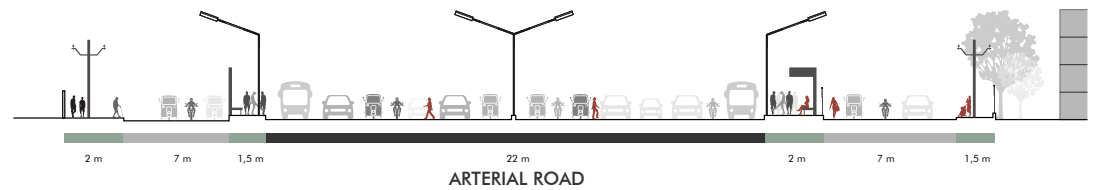
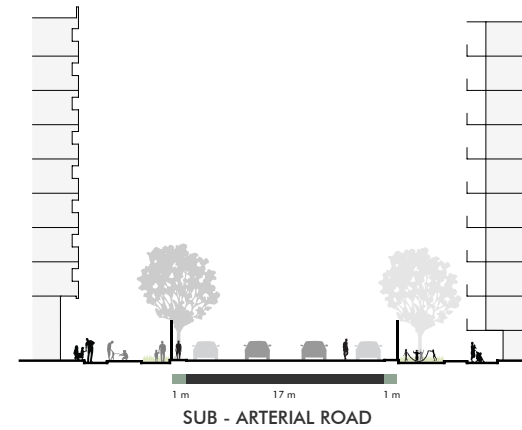
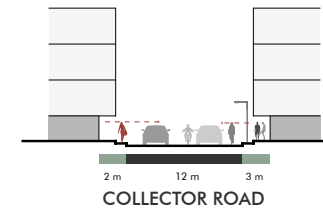
Comparing the road hierarchy

Analysing the spatial aspects of both the neighbourhoods

Street Network of Indira Nagar



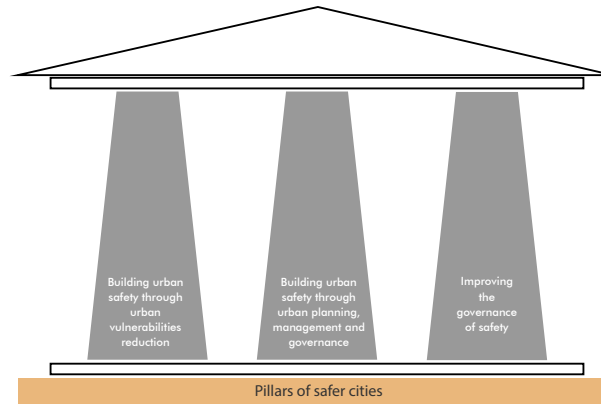
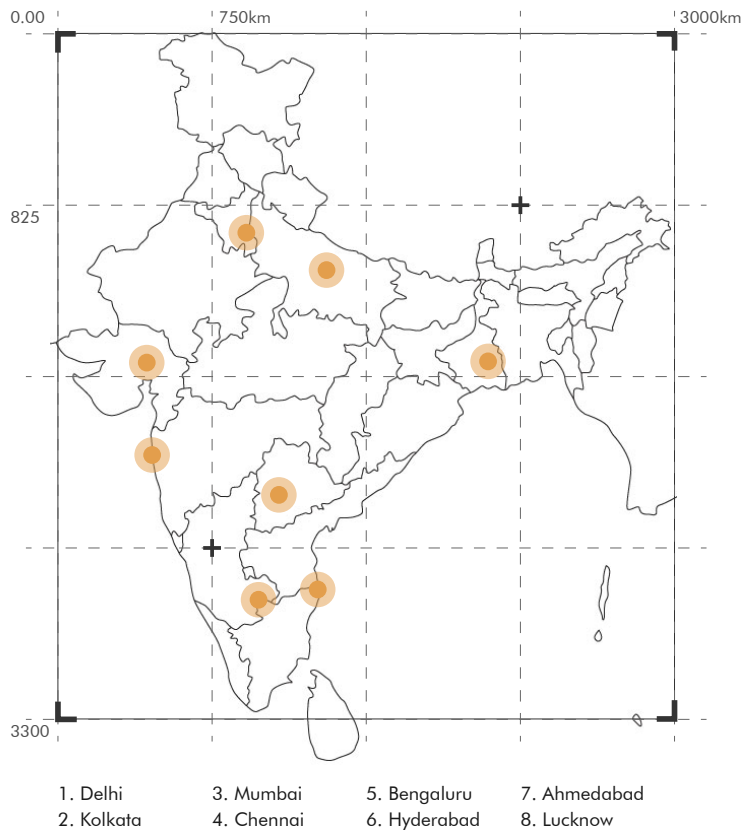
Street Network of Bellandur



Comparing the walkability

Analysing the transition while walking

SAFE CITY PROJECT



PROTECTIONIST AND JUDICIAL APPROACH

The major components of the Safe City project include :

1. Setting up an Integrated Smart Control Room;
2. Setting up Pink Out-posts (exclusively administered by Women police) for facilitating ease of filing complaint by women;
3. Pink Patrols of Women police;
4. Setting up Women Help Desks in all Police Stations with Counsellors;
5. Augmentation of existing Asha Jyoti Kendra;
6. Implementing Safety measures in buses, including Cameras;
7. Improving Street Lighting in identified Hot Spot areas;
8. Setting up Pink Toilets;
9. Integration of Women power-help line with single Emergency number



STAKEHOLDERS

FUNDING - The project would be implemented as a Centrally Sponsored Scheme with Centre and State sharing the funding in 60:40 ratio.

LOGISTIC AND TECHNOLOGICAL STAKEHOLDERS-
Regulatory authorities | Technology providers
Network or telecom service providers
Original equipment manufacturers (OEM)
Channels | Operation and maintenance players

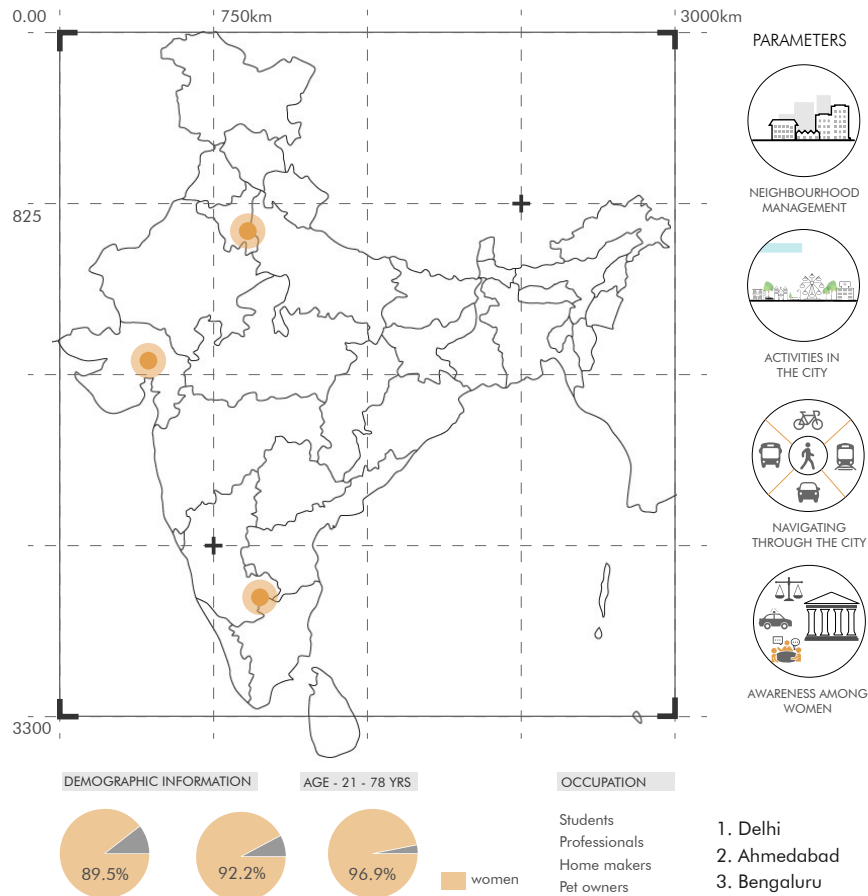
USERS - Government bodies, industries, commercial and residential entities

Research by Case Study

Case Study - Safecity Project

A protectionist approach

COMPARITIVE ANALYSIS

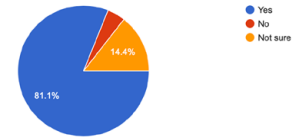


Research by Lived Experiences

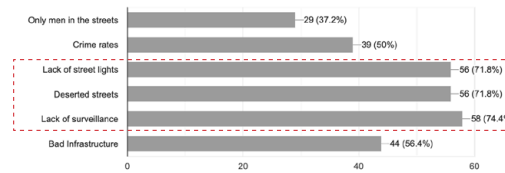
Survey - Relationship with the city

A Comparative Analysis

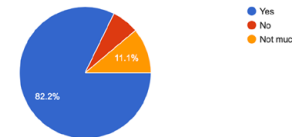
1. Do you think there are places in the city that are and feel unsafe for women?
90 responses



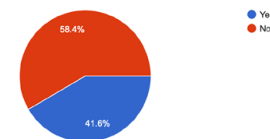
2. If yes, what makes them unsafe?
78 responses



7. Other than work relating to family, do you like spending time outdoors?
90 responses



8. Are you able to go out as much as you would like?
89 responses

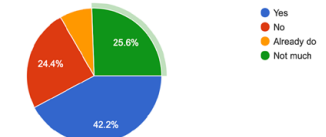


1 (Very low)

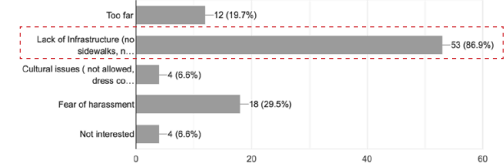
5 (Very high)

Ease of Access	.	.	.	.	.
Economic Feasibility	.	.	.	.	.
Safety	.	.	.	.	.
Frequency of Public Transport	.	.	.	.	.
Last mile Connection	.	.	.	.	.

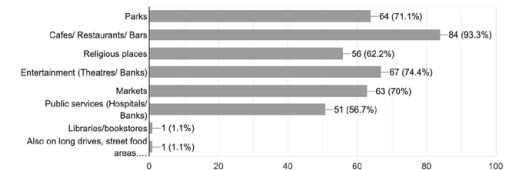
1. Do you prefer walking in your city?
90 responses



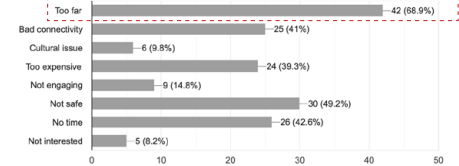
3. If no or not much, why?
61 responses



4. What are the kinds of spaces do you visit other than education/employment centres?
Select all that apply.
90 responses



9. If no, what prevents you from going out as much as you like? Select all that apply.
61 responses



1 (Very low)

5 (Very high)

Traffic Lights	.	.	.	.	.
Footpaths	.	.	.	.	.
Crossing the main roads	.	.	.	.	.
Hailing a Cab	.	.	.	.	.
Getting to public transport	.	.	.	.	.

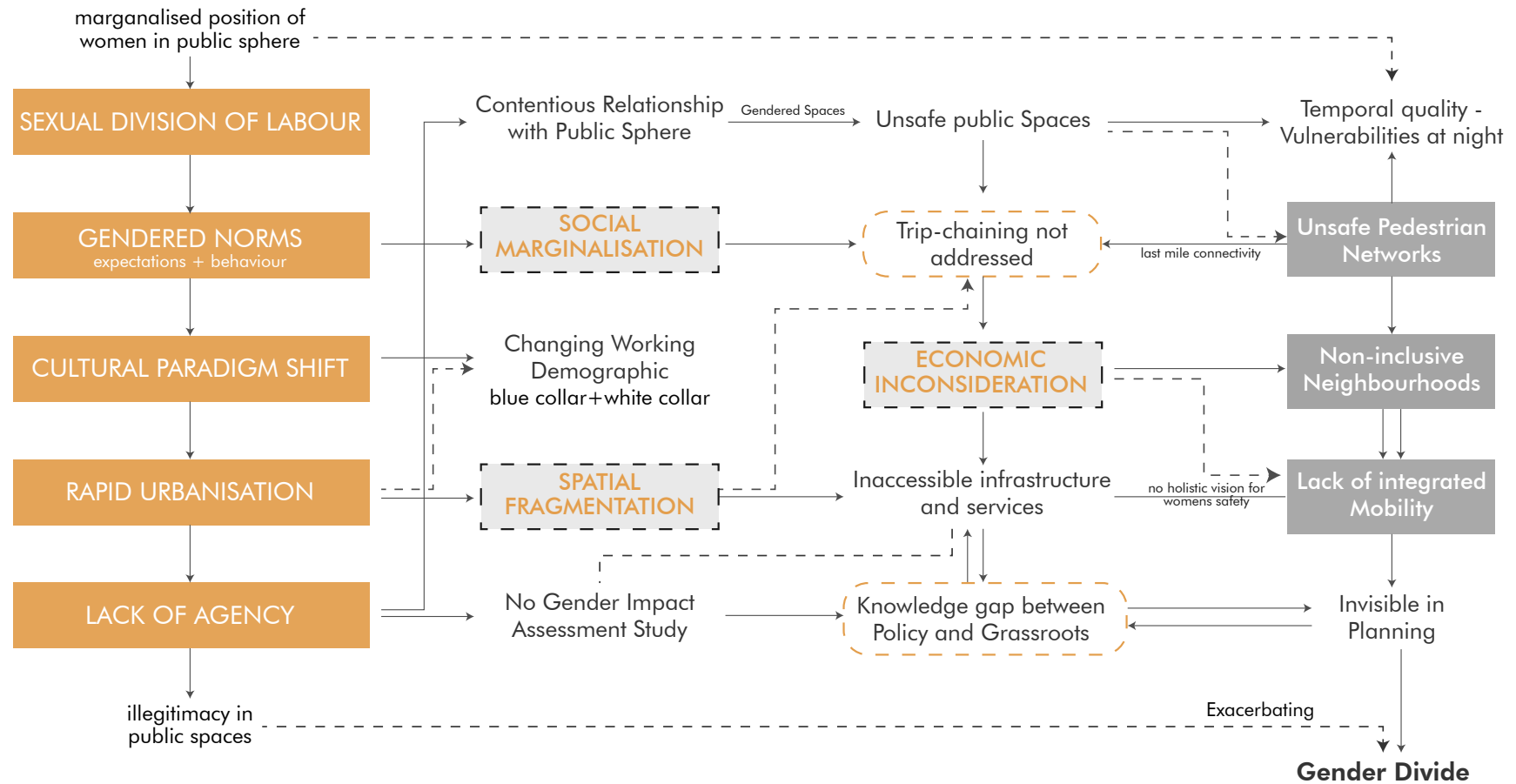
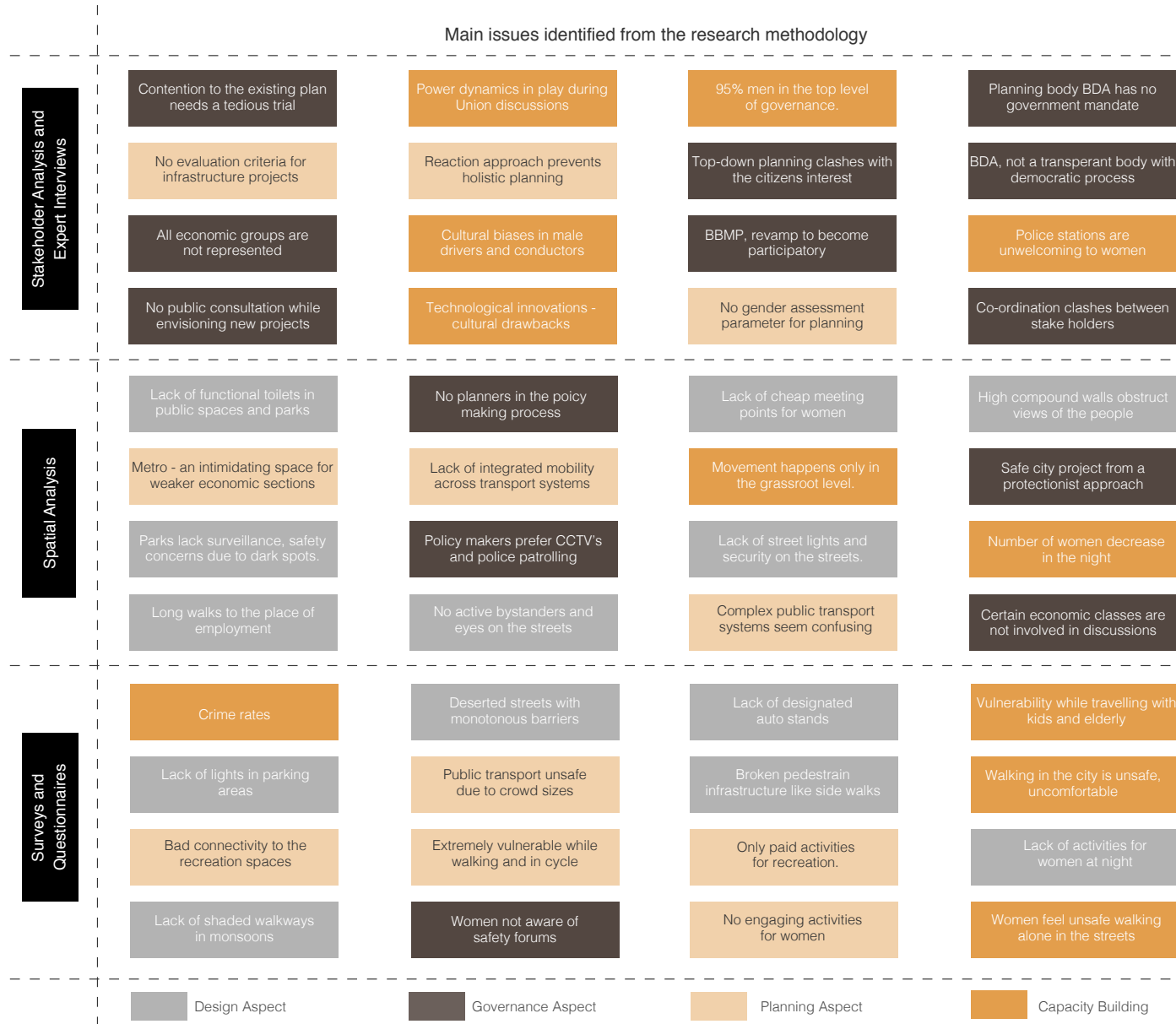


Fig 5: Understanding the spatial issues that emerge due to the current systems

Problem Framework

Defining spatial dimension

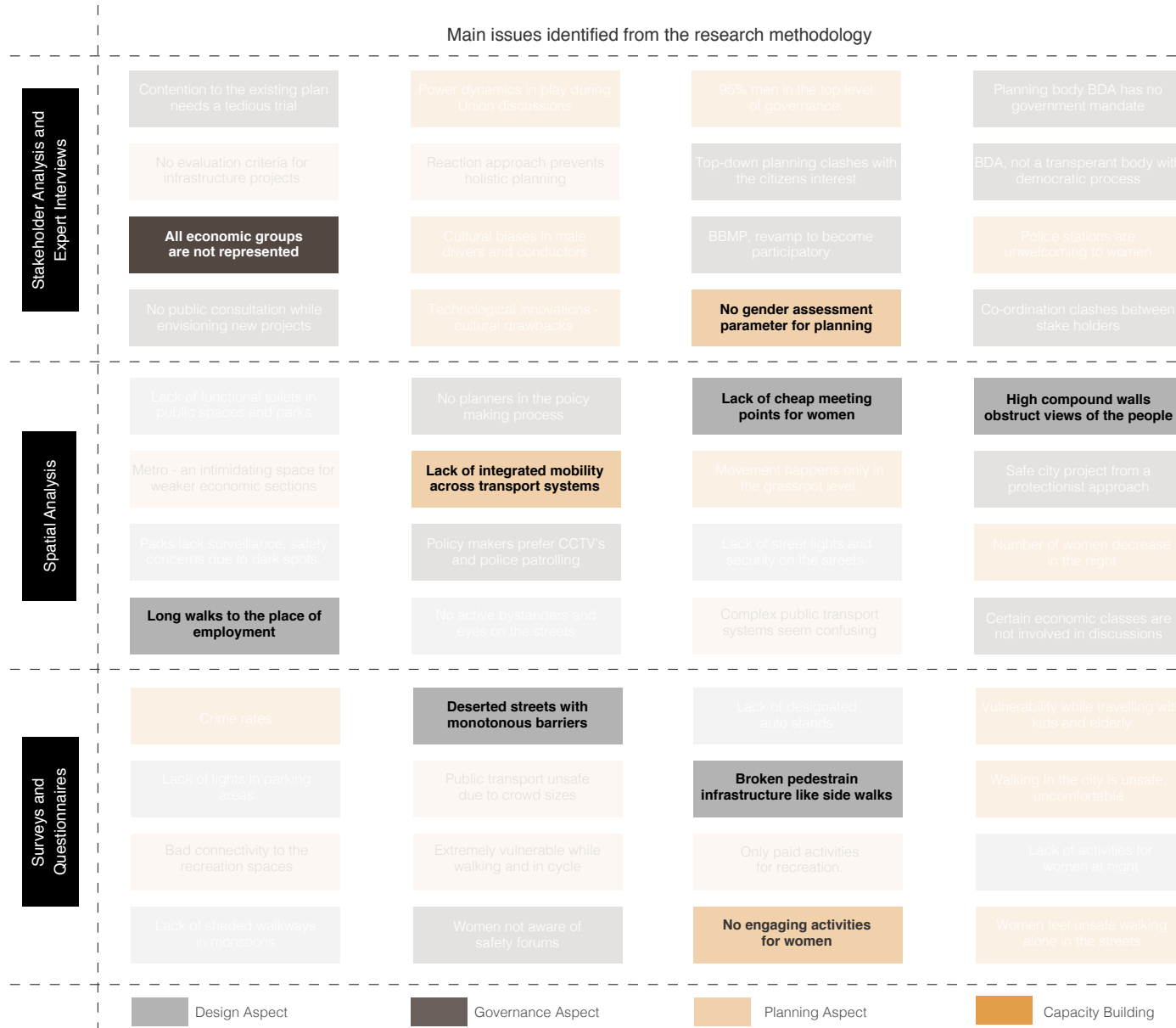


Synthesis

Problem Matrix

Identifying main problems from the analysis

Fig 60: Problem Matrix



Synthesis

Problem Matrix

Identifying main problems from the analysis

Fig 61: Highlighting problems to develop strategies