'Better half' of Bangalore

WOMEN . WORK . WAYS .

P4 Presentation 20th May, 2016

Nikita Baliga 4424573

Contents

Problem

Relation between gender & space

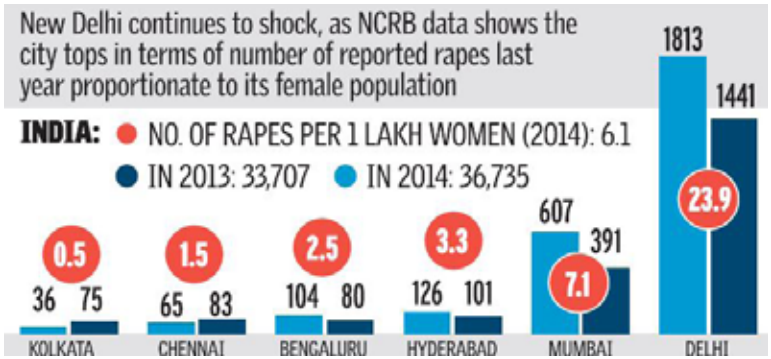
16th December 2012

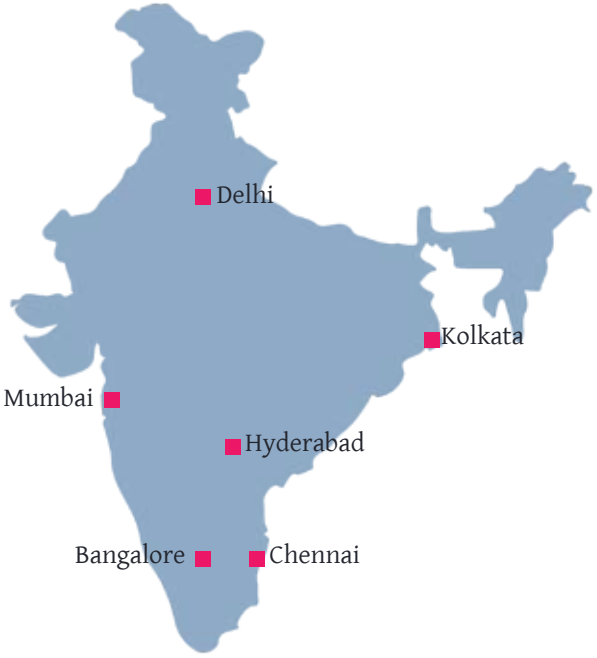

#JUSTICE
FOR
JISHA
CRIME
SEX SLAVE
SUFFERING
BEATING
VICTIM
VIOLENCE
RAPE
SEXUAL

2nd May 2016

Gender equality and space

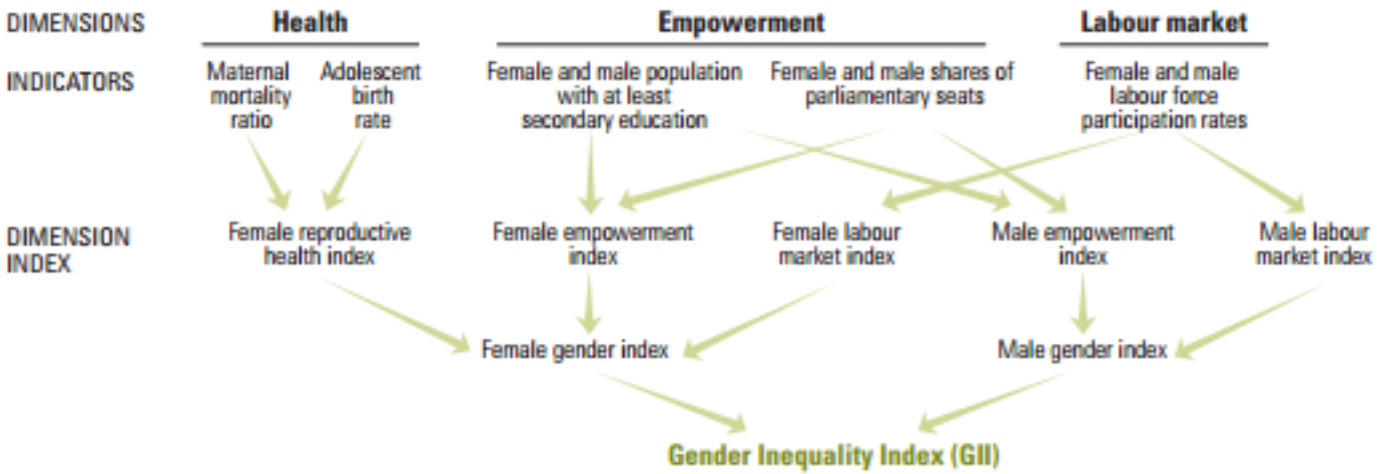
What is the relationship?





Gender inequality

Female workforce participation rate



Indian ranks 127th out of 142 countries

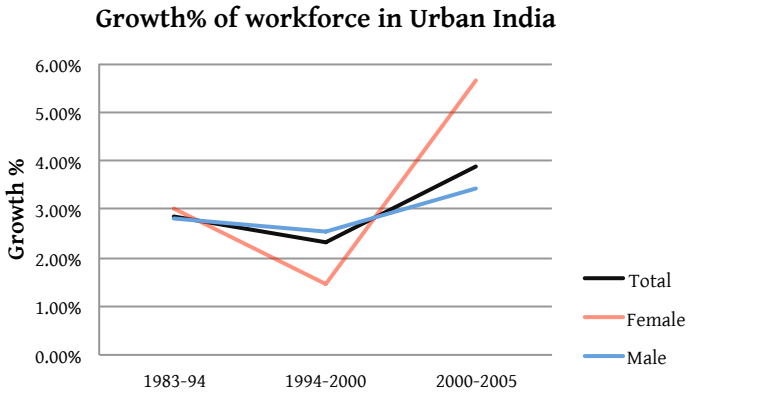
Gender roles

Binary way of thinking

Public Private

Feminisation of workforce

Impact of globalisation



Source: Calculated from unit level NSS data, various rounds and Census of India, Registrar General of India.

Redefining gender roles

Work-life balance

Problem statement

As a consequence of **globalisation**, the role of women in the industry has seen a **substantial improvement**, resulting in the rising need for them to be in the **public sphere**, in contrast to their dominant presence in the domestic sphere. However, the approach to planning and designing the built environment still remains **gender neutral** leading to an **unequal access** to economic opportunities.

Case study

Bangalore'd!

Bangalore , India

IT Capital of India
Large imapct of globalisation
Second fastest growing city
Largest female workforce population
Familiarity

Industry choice

Inclusive apporach

	GARMENT INDUSTRY	IT INDUSTRY
ECONOMY	 Blue collar workers	 White collar workers
DEMOGRAPHY	 85% women in the industry	 25% women in the industry
SPATIAL ORGANISATION	 Grament industrial agglomeration	 IT industial agglomeration

Research question

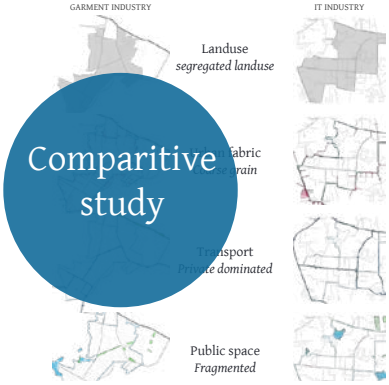
How can **improving spatial conditions** *(accessibility & quality)* **for women** in Bangalore considering their specific spatial needs increase their **economic opportunity** ?

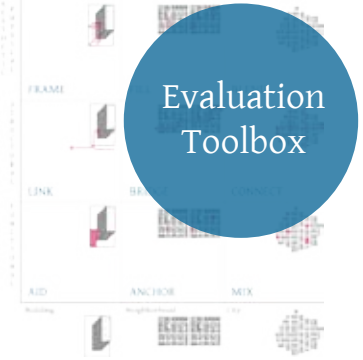
Research & Methods

Methodology & conclusions

Methodology

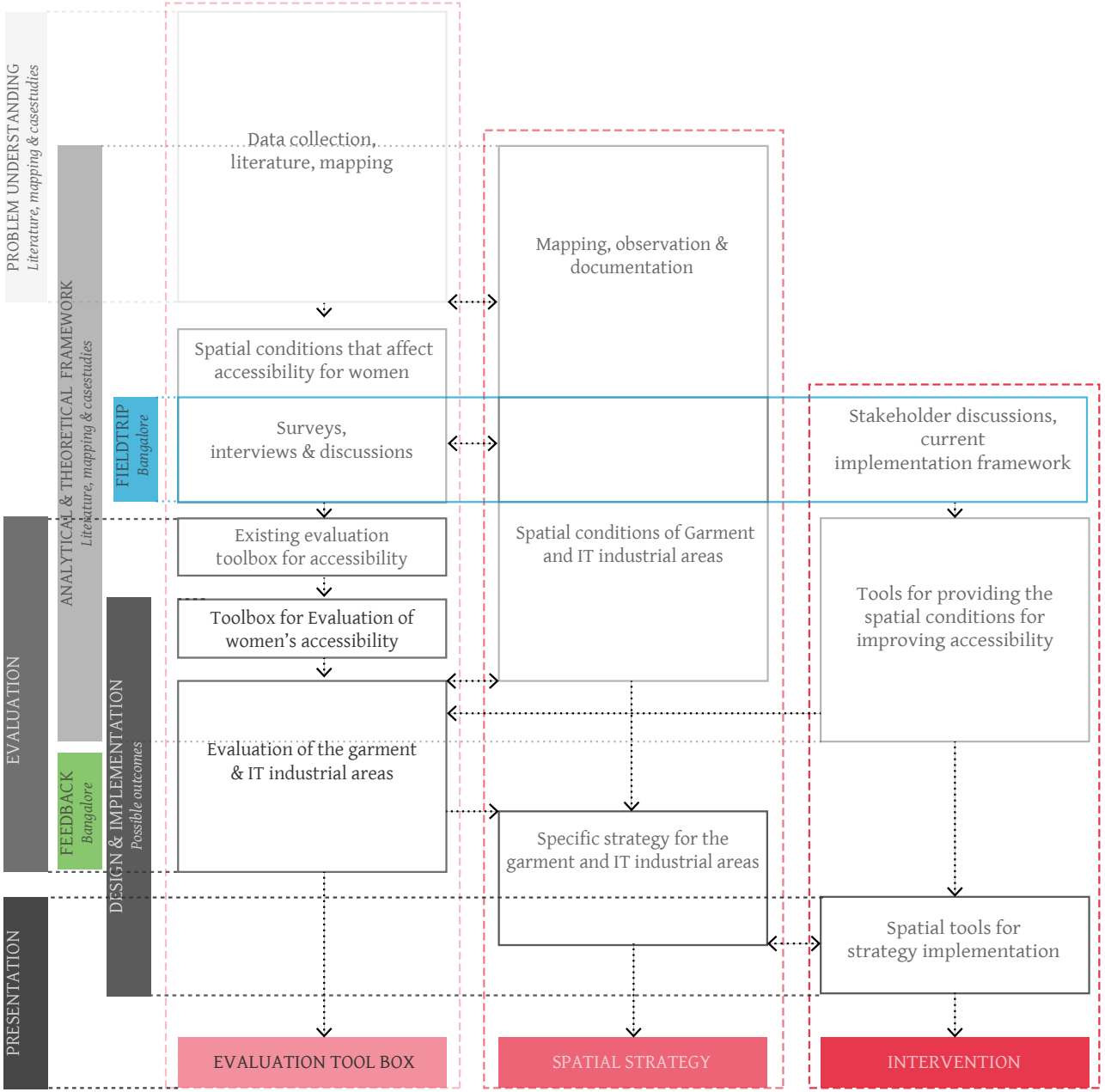
Research tools





Methodology

Designing the process



Case studies

Projects at varying scales

Urban development (*Flugfeld Aspern, Vienna)*

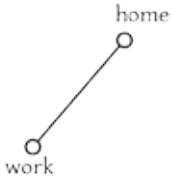
Building scale *(Frauen-Werk-Stadt I, Vienna)*

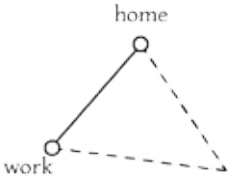
Public space *(Safetie pin audit, India)*

Comparitive study

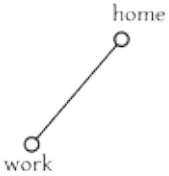
Similarities

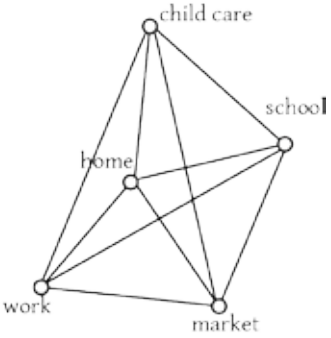
SAFETY





TRIP CHAINING



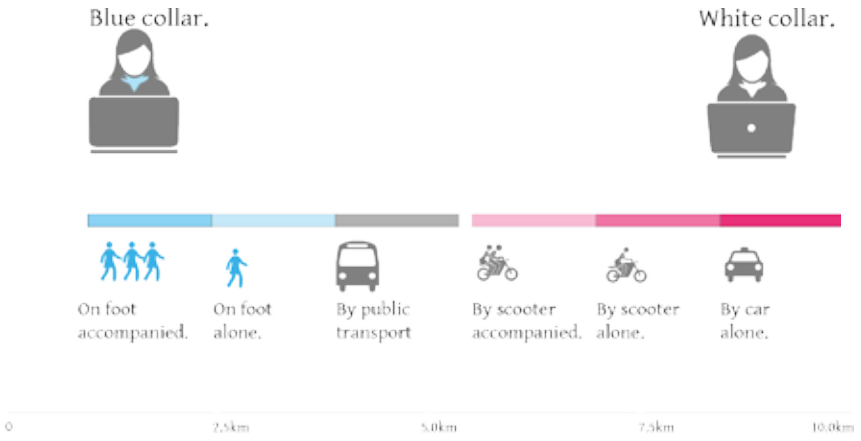


Comparitive study

Differences

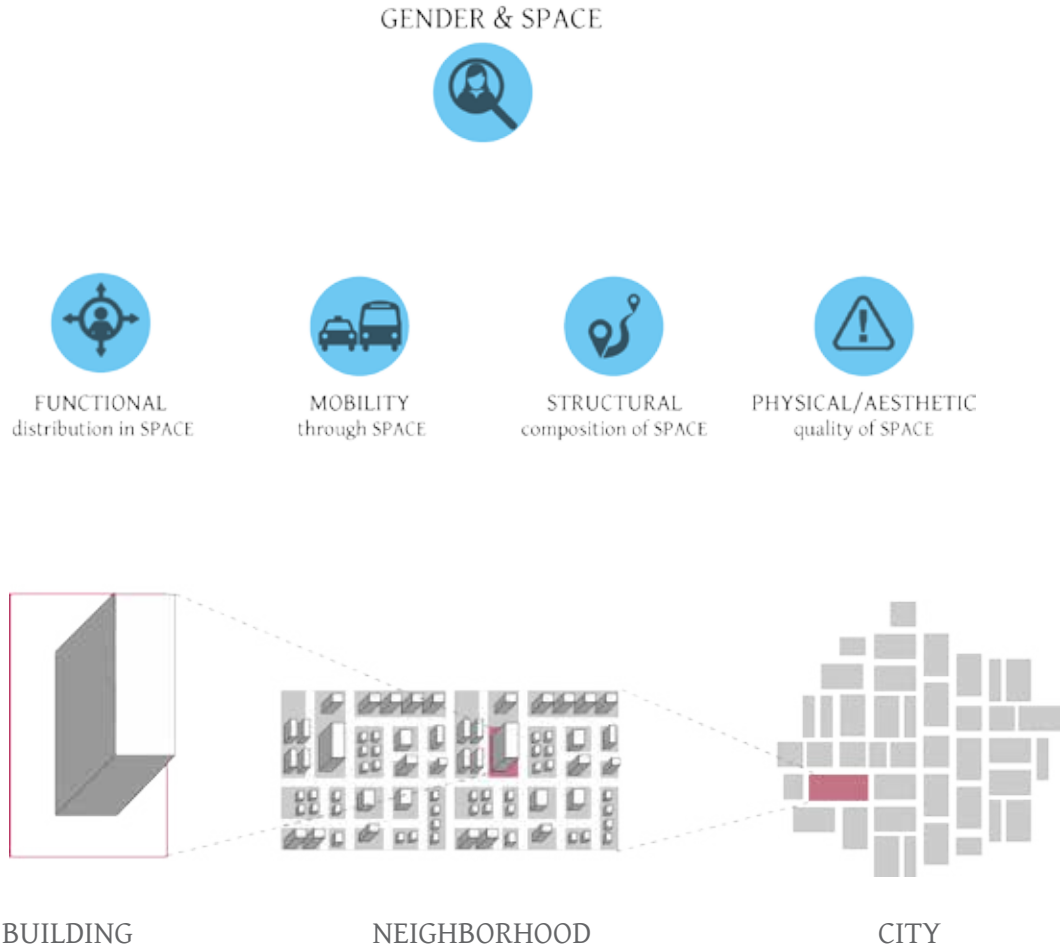
MODE OF COMMUTE

DISTANCE OF COMMUTE



Evaluation criteria

Spatial components through scale

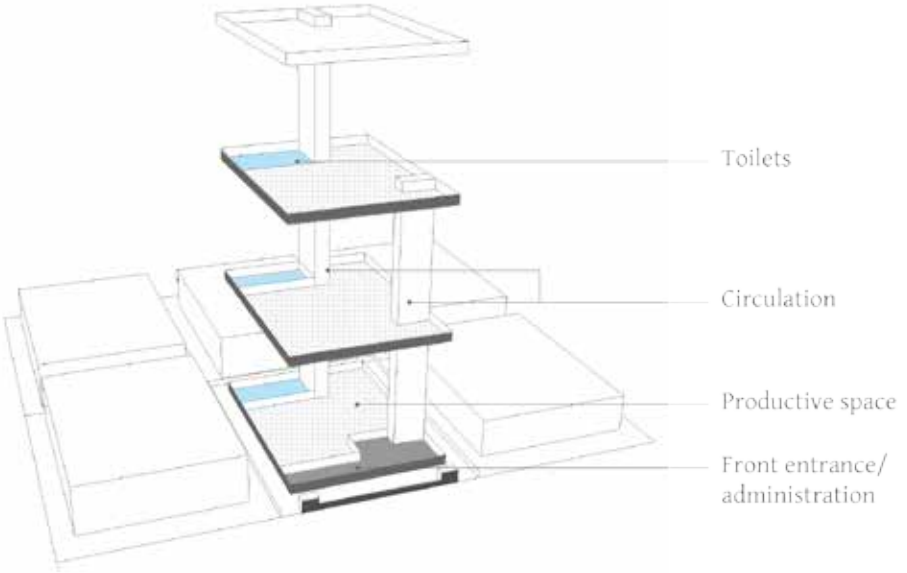


Diagnosis & Design

Garment industry

Narrative

From the industry



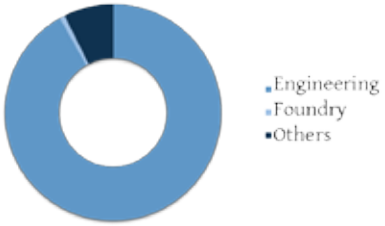
Spatial challenge

Gendering in public space at urban scale

Spatial diagnosis

Industrial development

Post-independence



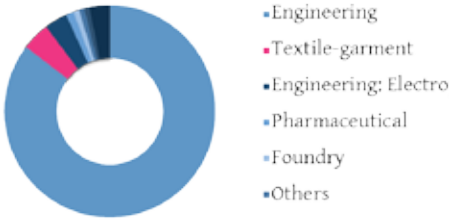
Globalisation

Spatial diagnosis

Gendering in public space

Post-globalisation

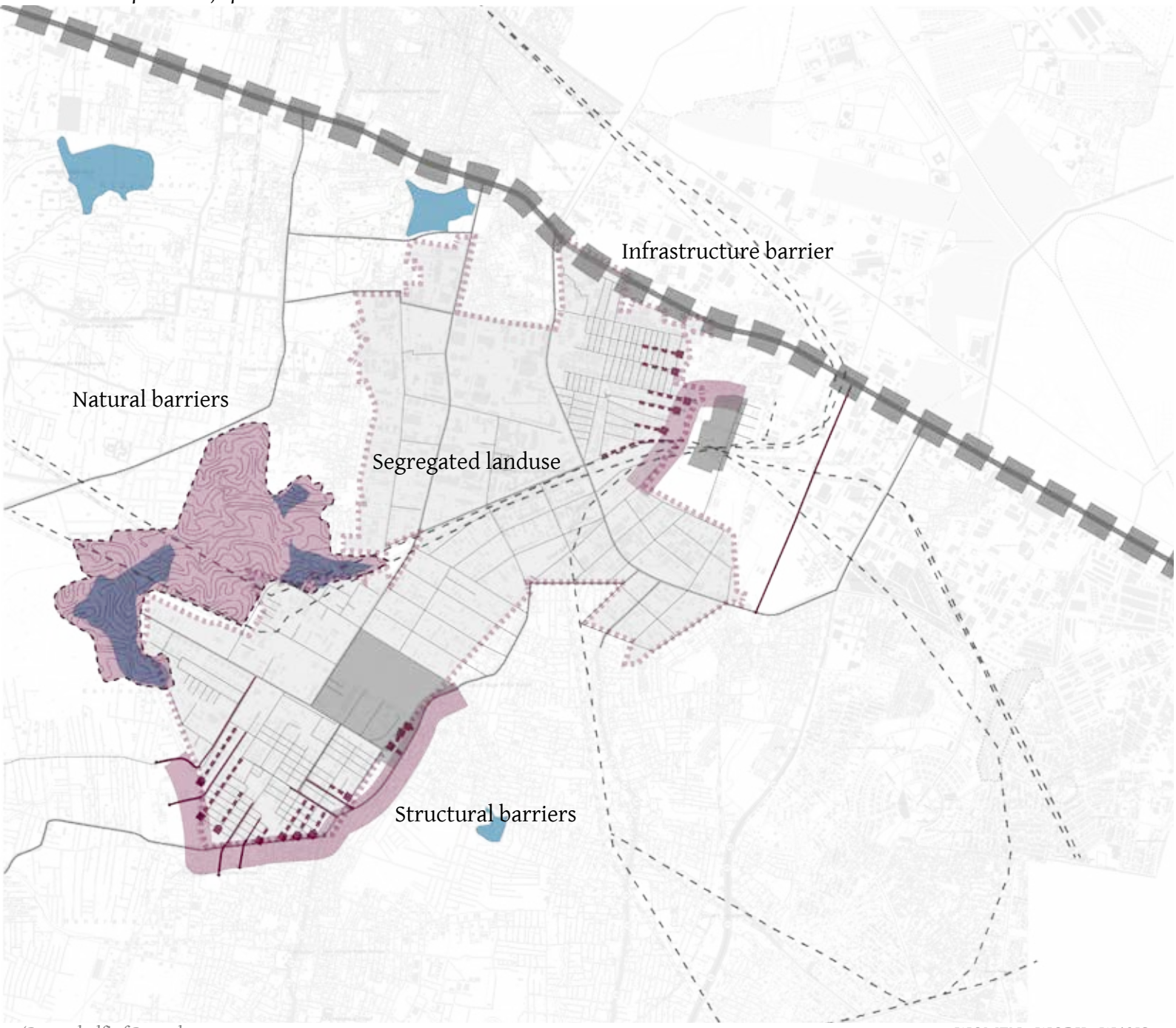
Current



300,000 women workers

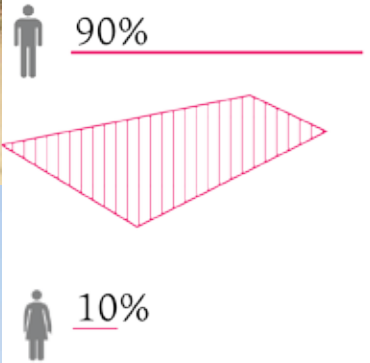
Spatial barriers

Social consequences of space



Demography disparity

Gendering in public space



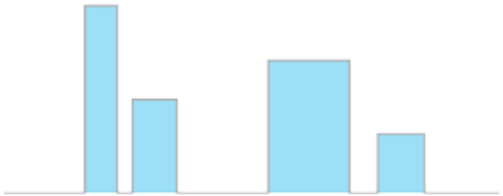
Sub-research question

What are the ideal spatial conditions that would create inclusive spaces?

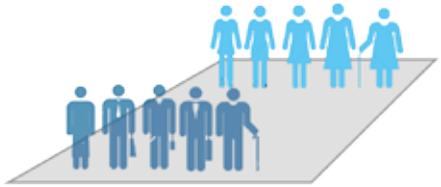
Spatial conditions

Ideal spatial objectives needed for the garment indusrty

SPATIAL QUALITY

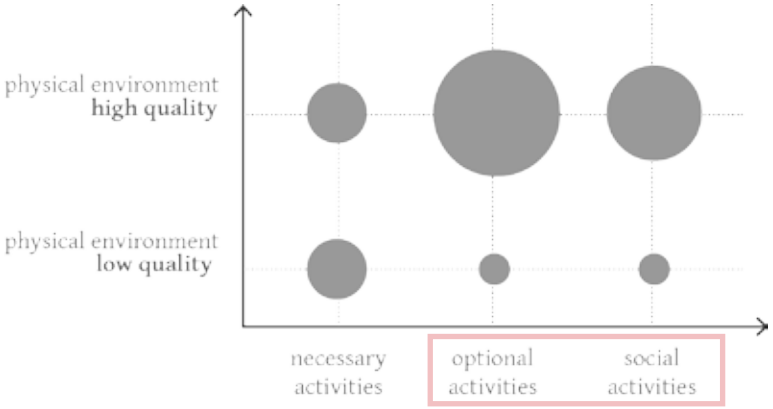


SPATIAL EQUITY



Spatial conditions

Spatial quality of activities



Necessary activities

Optional activities

Social activities

Spatial conditions

Ideal conditions of optional & social activities

protection

FEELING SAFE
Against traffic or accidents

FEELING SECURE
Eyes on street
Overlapping fucntions day and night
Lively public realm

PLEASANT SENSORY EXPERIENCES
Climatic protection

delight

HUMAN SCALE
Varied scale

CLIMATE
Protective walkway

SENSORY EXPERIENCE
Landscaped edge

comfort

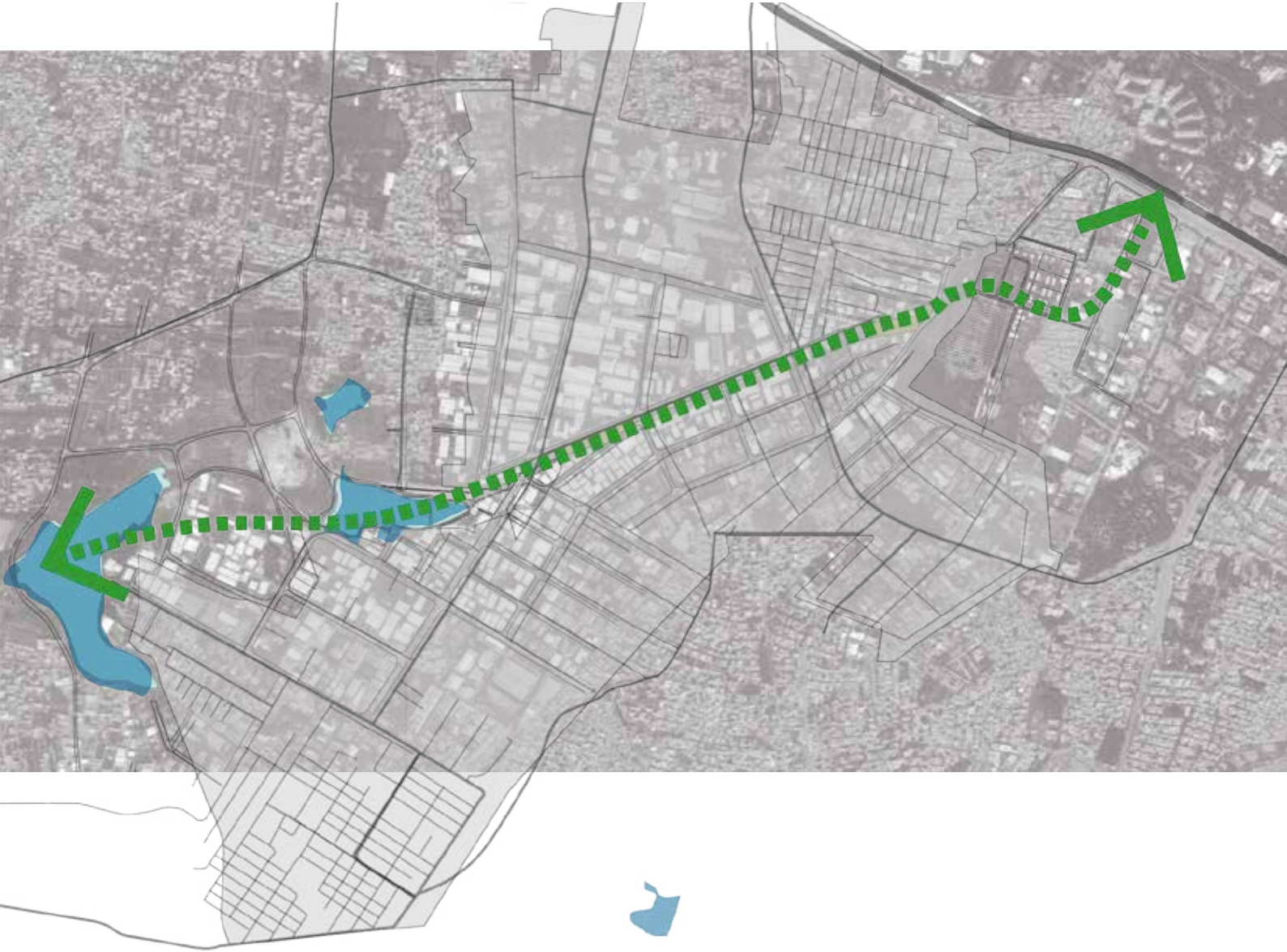
SIT
WALK
SEE
TALK or LISTEN
STAY or STAND
PLAY or EXCERCISE

Strategy

Existing conditions

Strategy

Inclusive spine



Strategy

Spatial strategies to create an inclusive spine

SPATIAL STRATEGIES

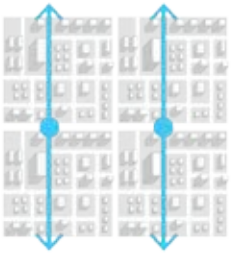
AESTHETIC

To connect the existing open spaces & develop them to be inclusive for all.

INCLUSION : Increases diversity & familiarity

MOBILITY

To introduce public transport routes intersecting the spine.



CONVENIENCE : Increase accessiblity, reduces travel time and diversity.

Introduction of an inclusive spine through spatial interventions in order to promote an inclusive & safe work environment.

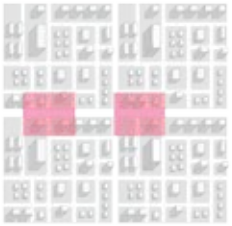
STRUCTURAL

To introduce alternate pedestrian routes to reduce travel distance & reduce the urban block size.

CONVENIENCE : Reduce travel time and distance.

FUNCTIONAL

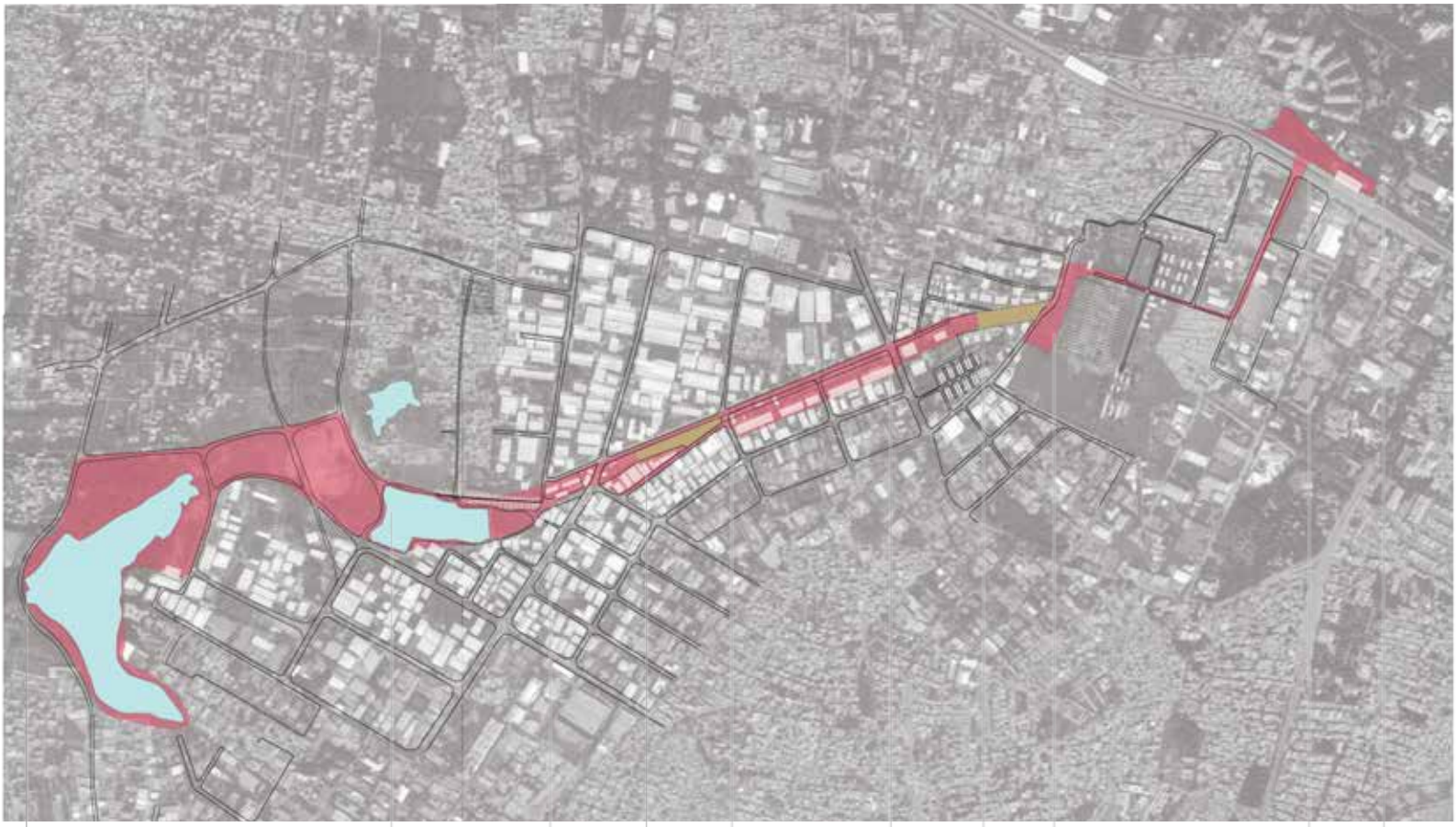
To densify the nodes of transit change and introduce new land uses.



CONVENIENCE & INCLUSION : Increase the uses & diversity.

Strategy

Program for the inclusive spine



Natural landscape
Lakes, wetlands, agricultural land

Recreational landscape
Lake, waterfront, walkways, seating, art & sculpture

Node 1
Mixed use buildings, plazas, walkways, transit hub, road crossing

Recreational landscape
Landscaped park, walkways, seating, art & sculpture

Link
Walkways, seating, art & sculpture

Node 2
Mixed use buildings, plazas, walkways, transit hub, road crossing

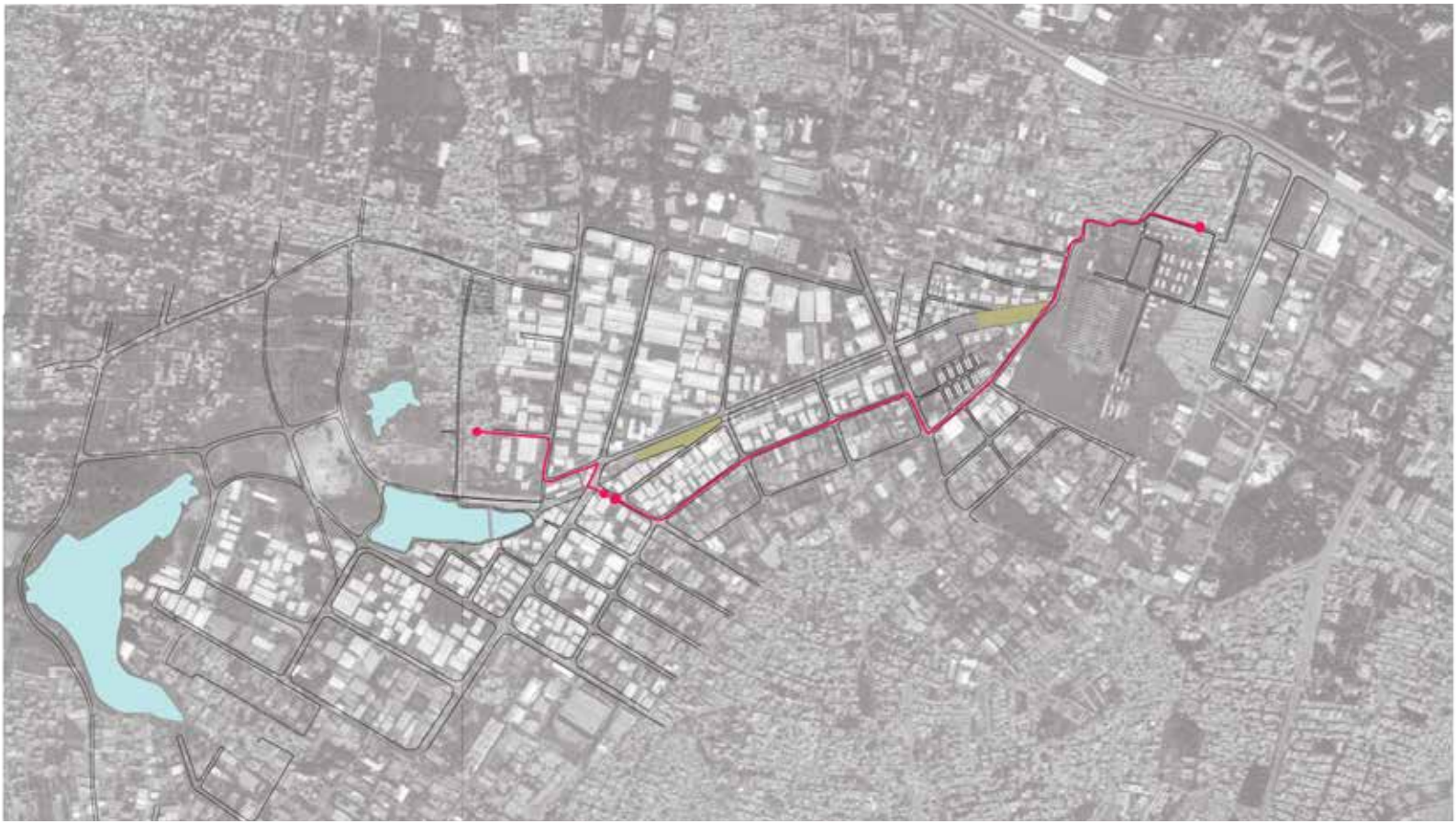
Recreational landscape
Landscaped park, children's play area walkways, seating, art & sculpture

Link
Walkways, seating, community gardens, art & sculpture

Node 3
Plazas, walkways, transit hub, road crossing

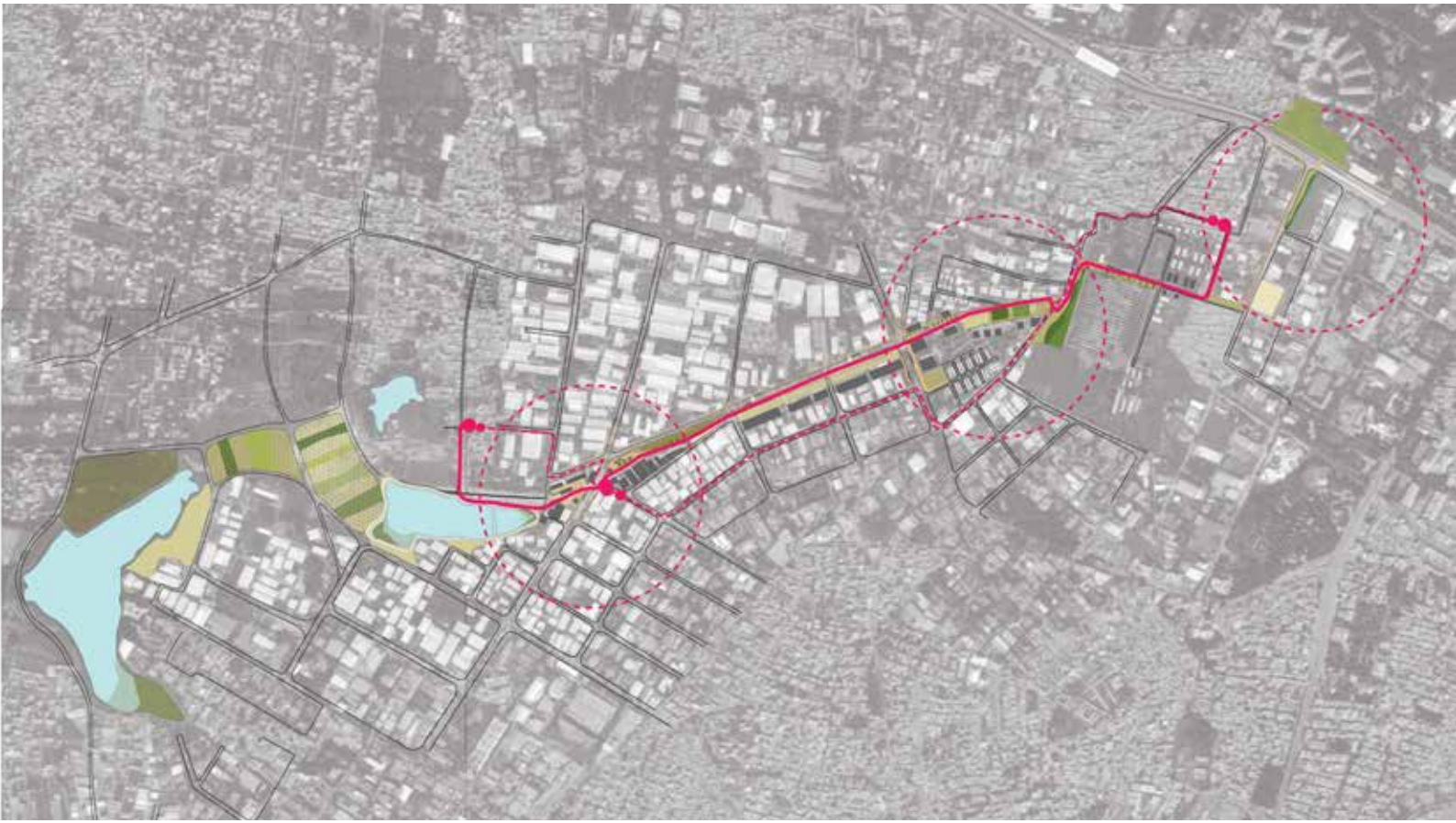
Strategy

Girisha's route to work



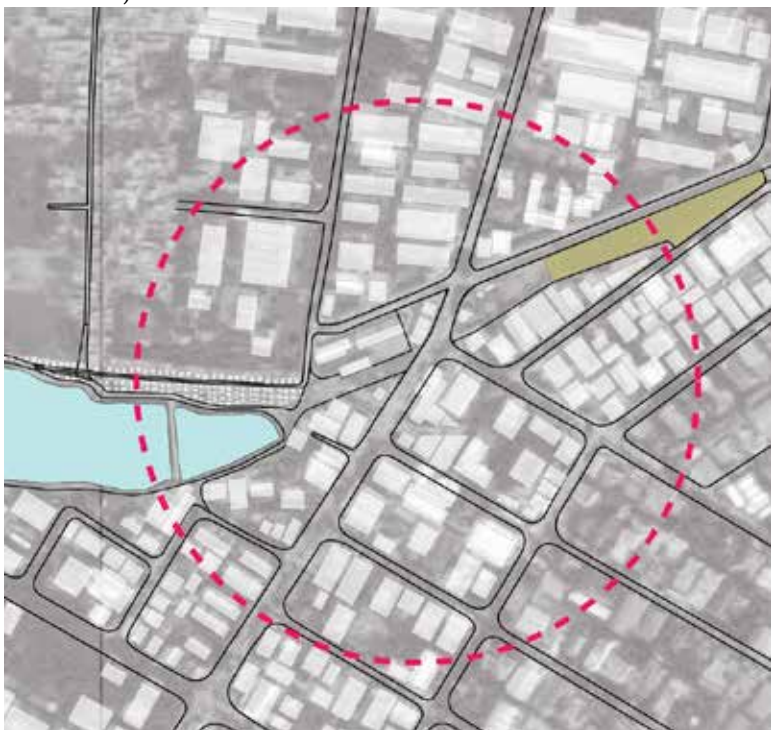
Design

Plan of the inclusive spine



Design

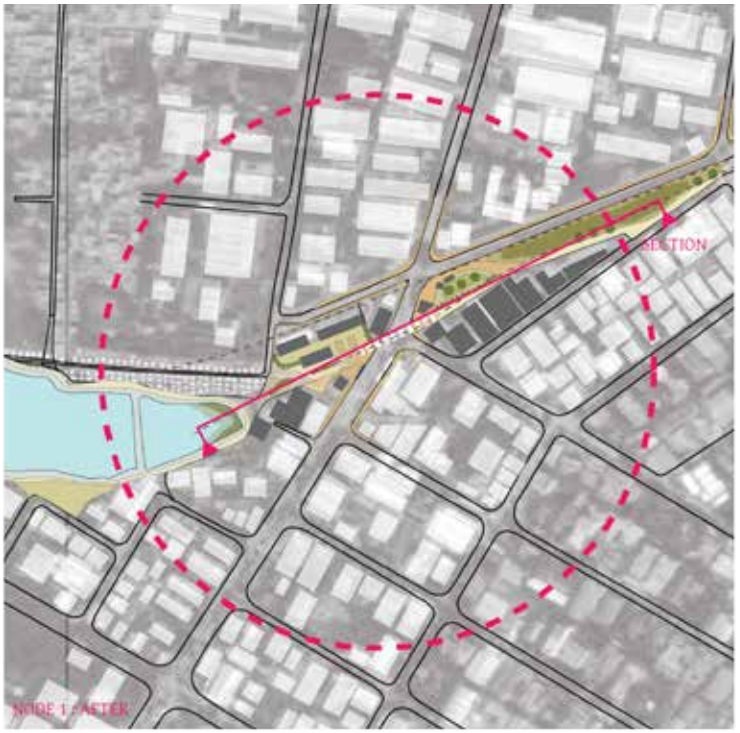
Node 1: Before



'Better-half' of Bangalore

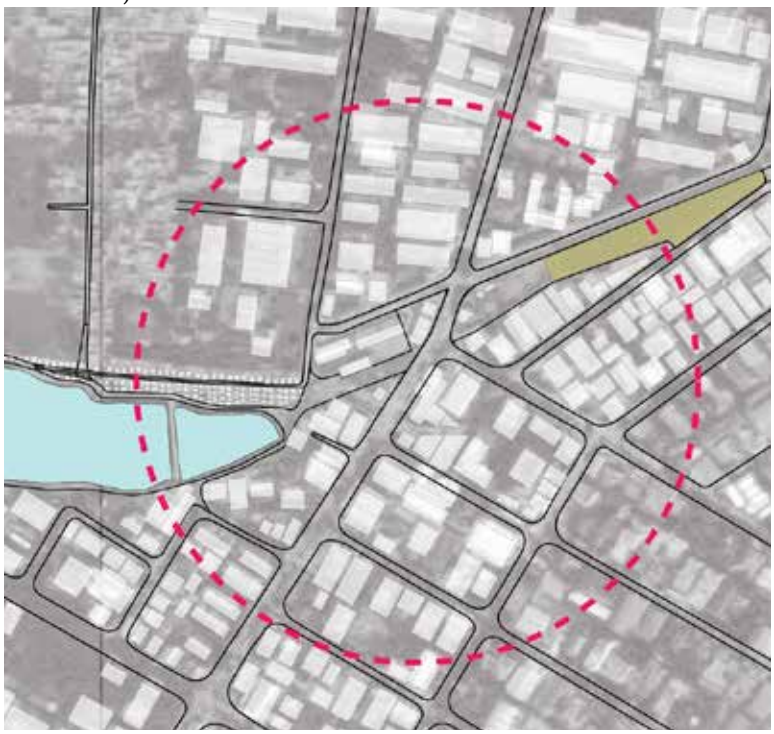
Design

Node 1 : After



Design

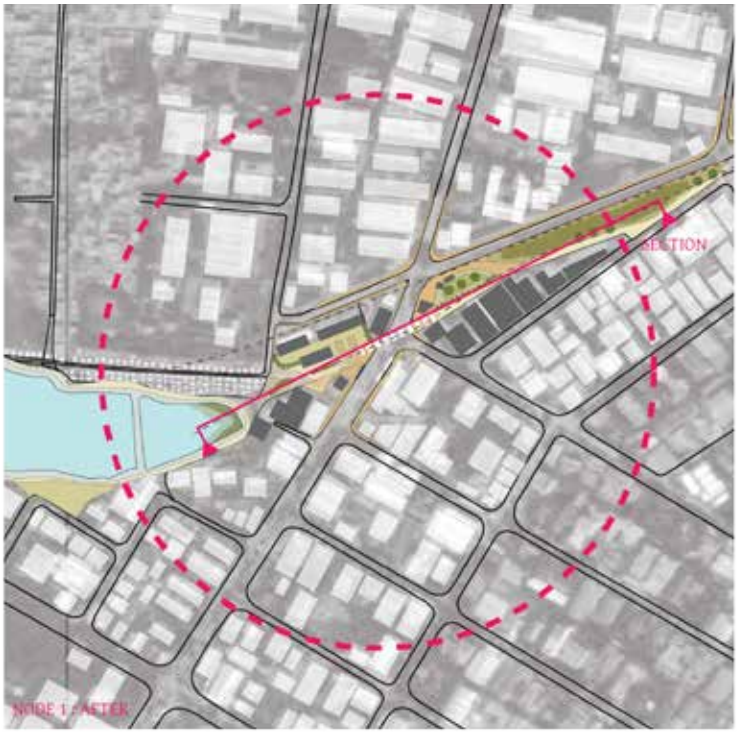
Node 1: Before



'Better-half' of Bangalore

Design

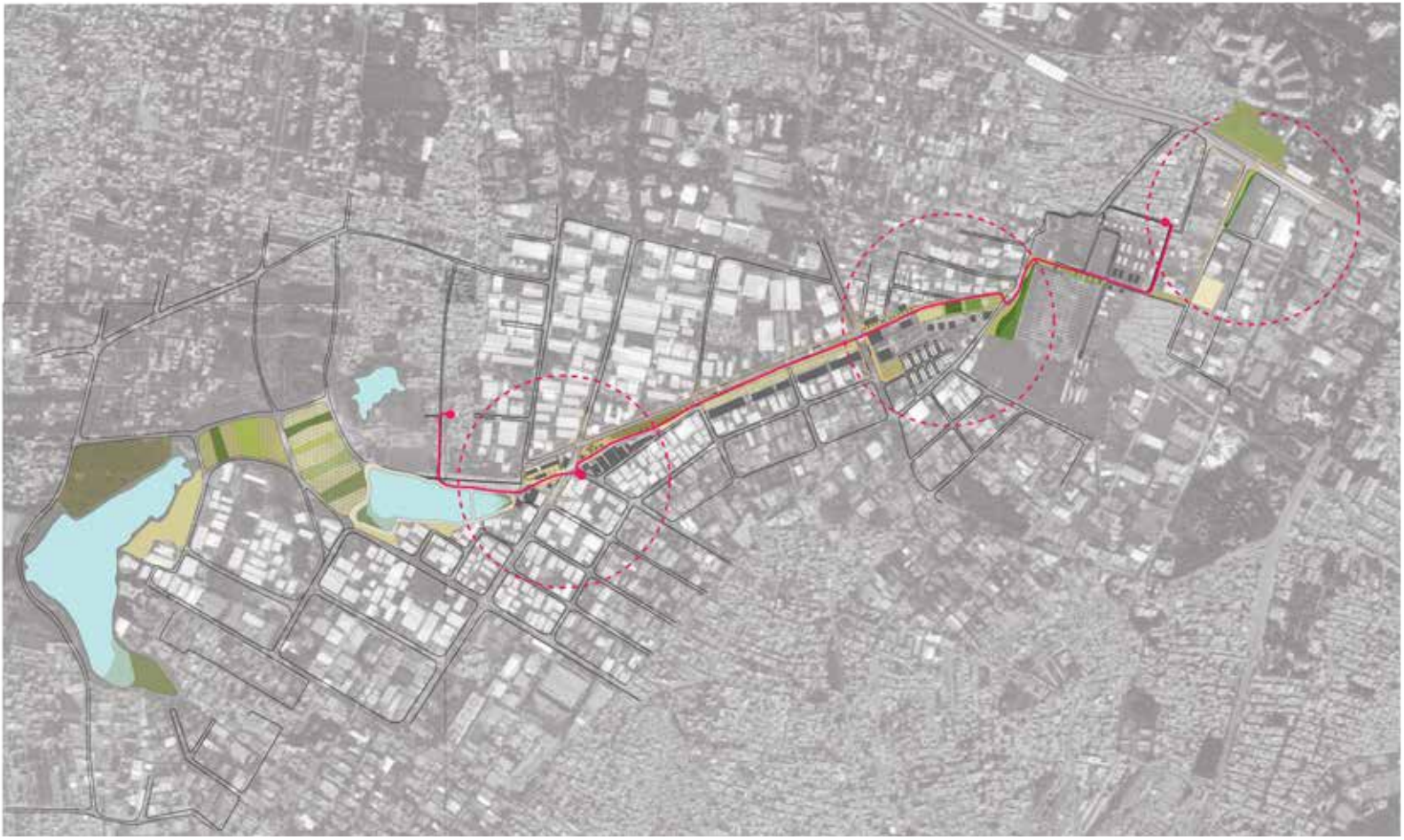
Node 1 : After



'Better-half' of Bangalore

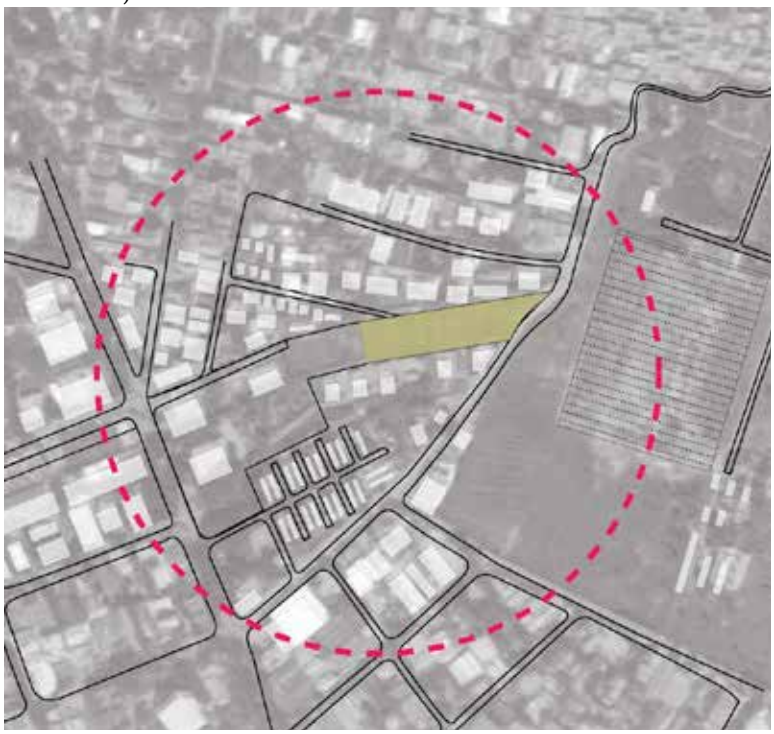
Design

Plan of the inclusive spine



Design

Node 2: Before



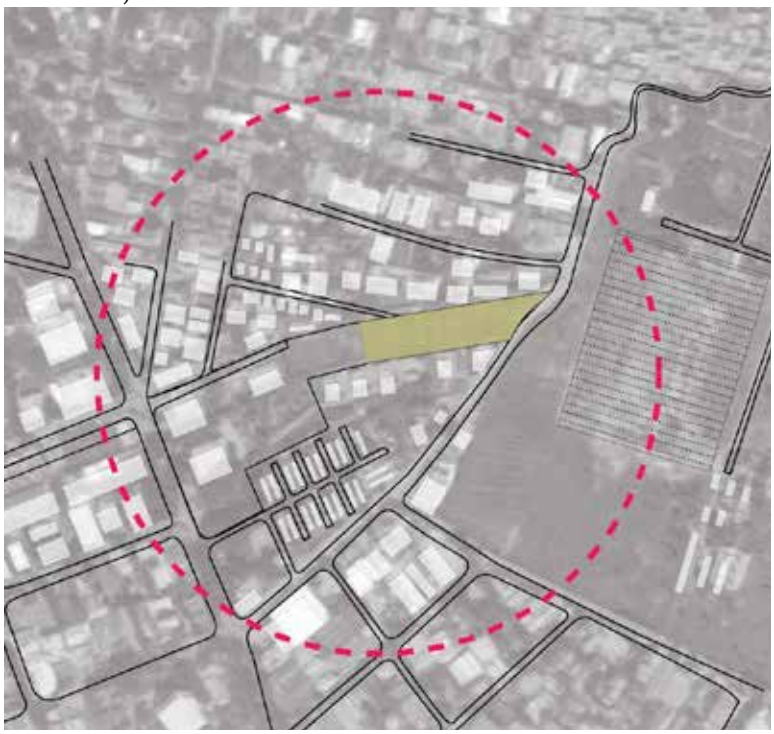
'Better-half' of Bangalore

Design

Node 2: After

Design

Node 2: Before



'Better-half' of Bangalore

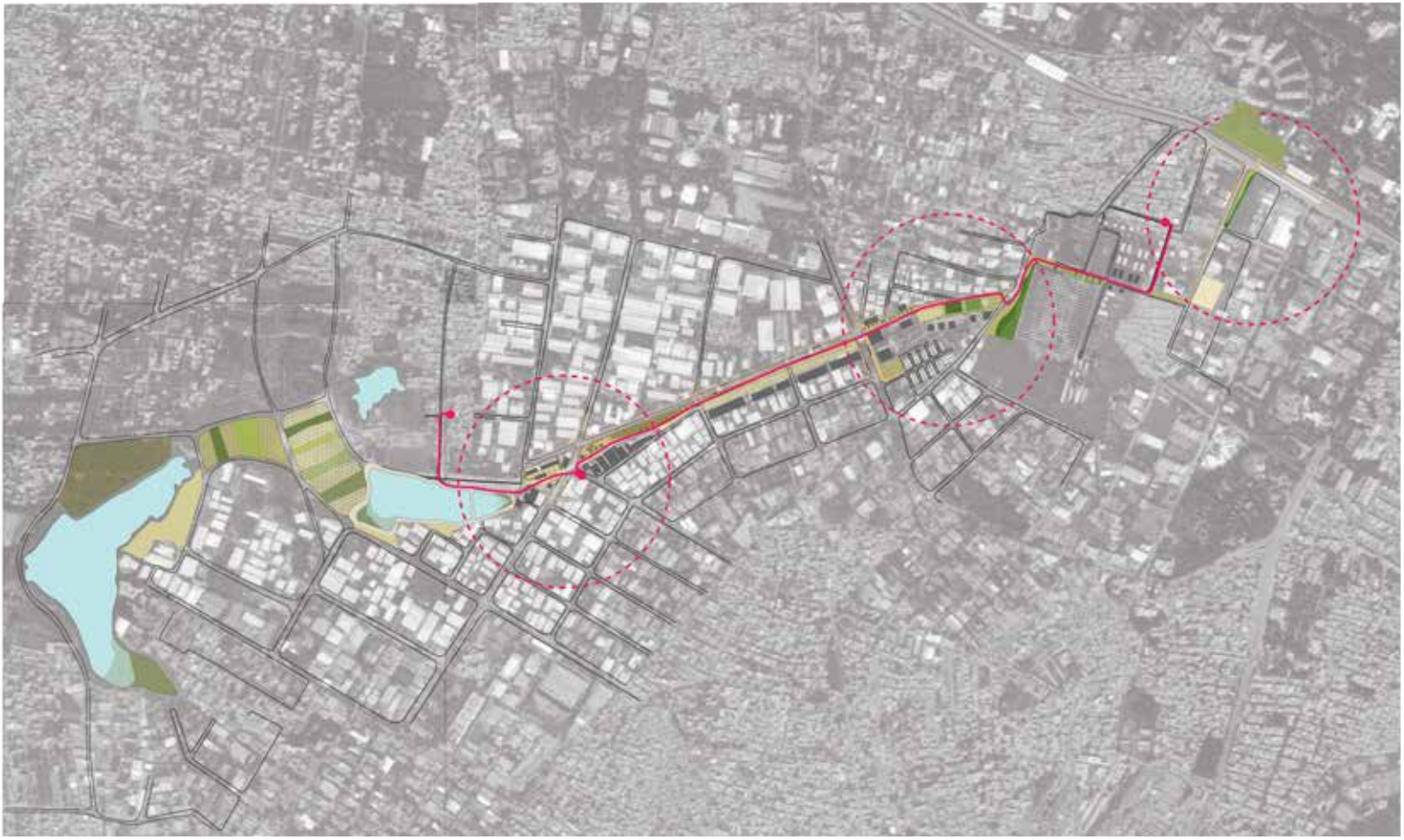
Design

Node 2: After

'Better-half' of Bangalore

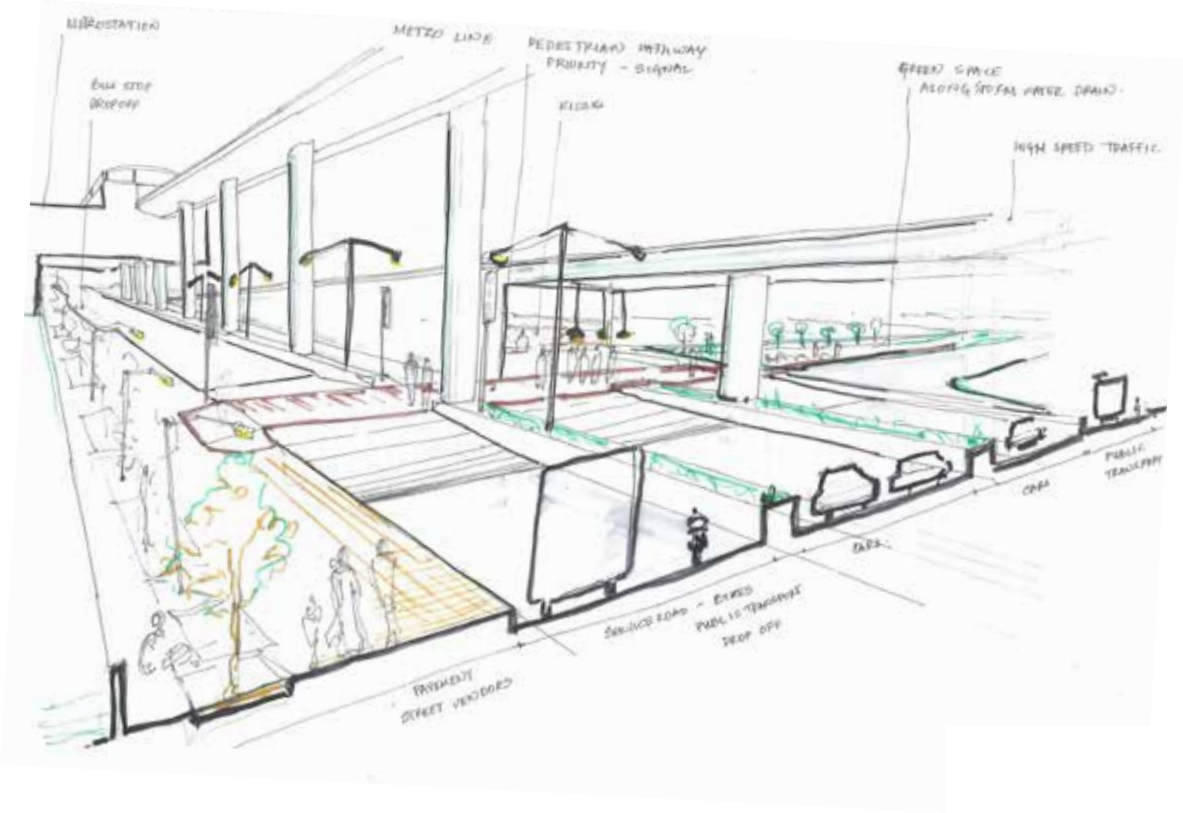
Design

Impact at the city scale



Design

Node 3



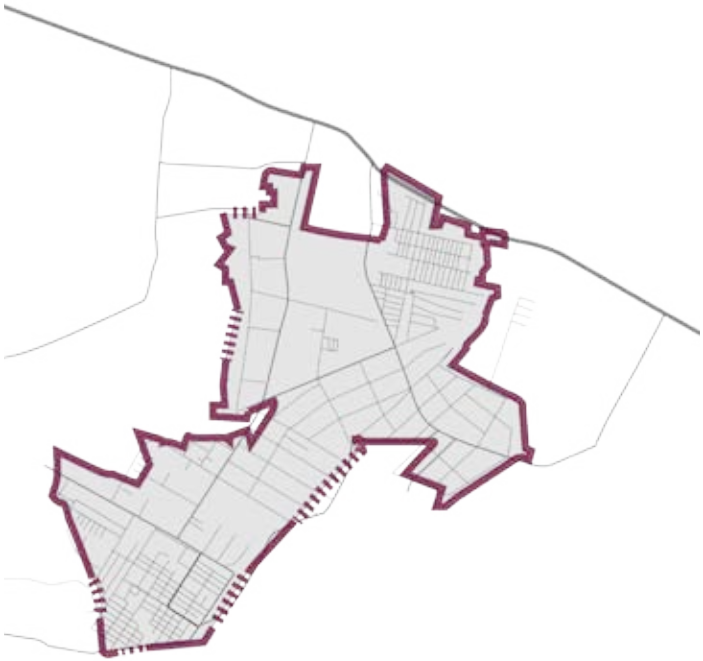
'Better-half' of Bangalore

Design

Impact of spine on the neighborhood

Design

To achieve permeablity of the nighborhood



Before

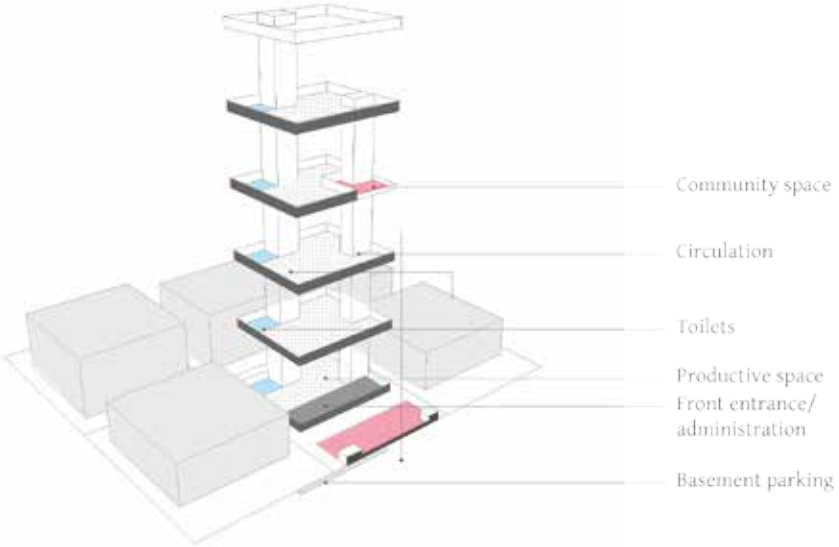
After

Diagnosis & Design

IT industry

Narrative

Itisha's route to work



Spatial challenge

Commute to work

Spatial diagnosis

Industrial development

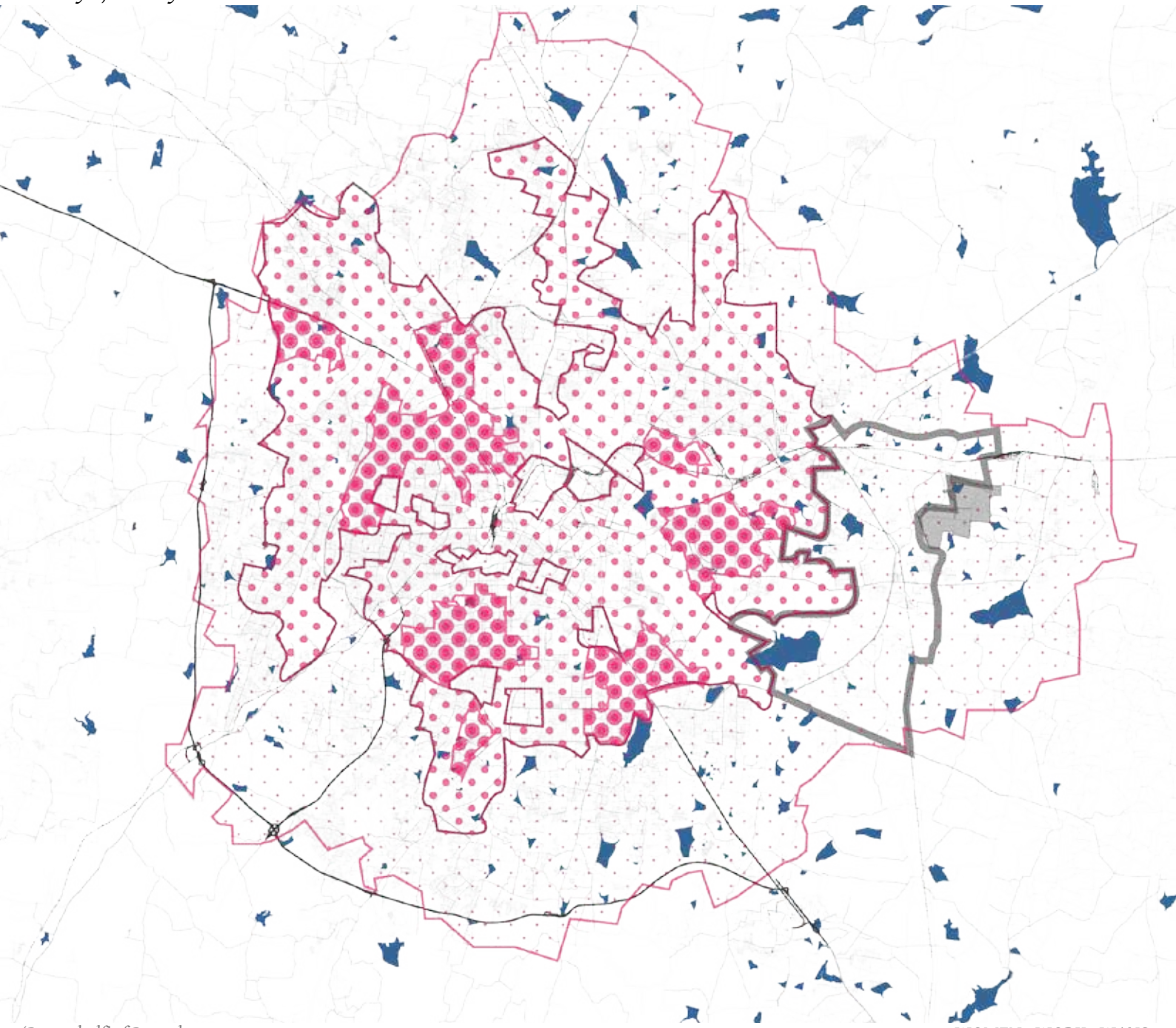
Post-independence

Globalisation

Post- Globalisation

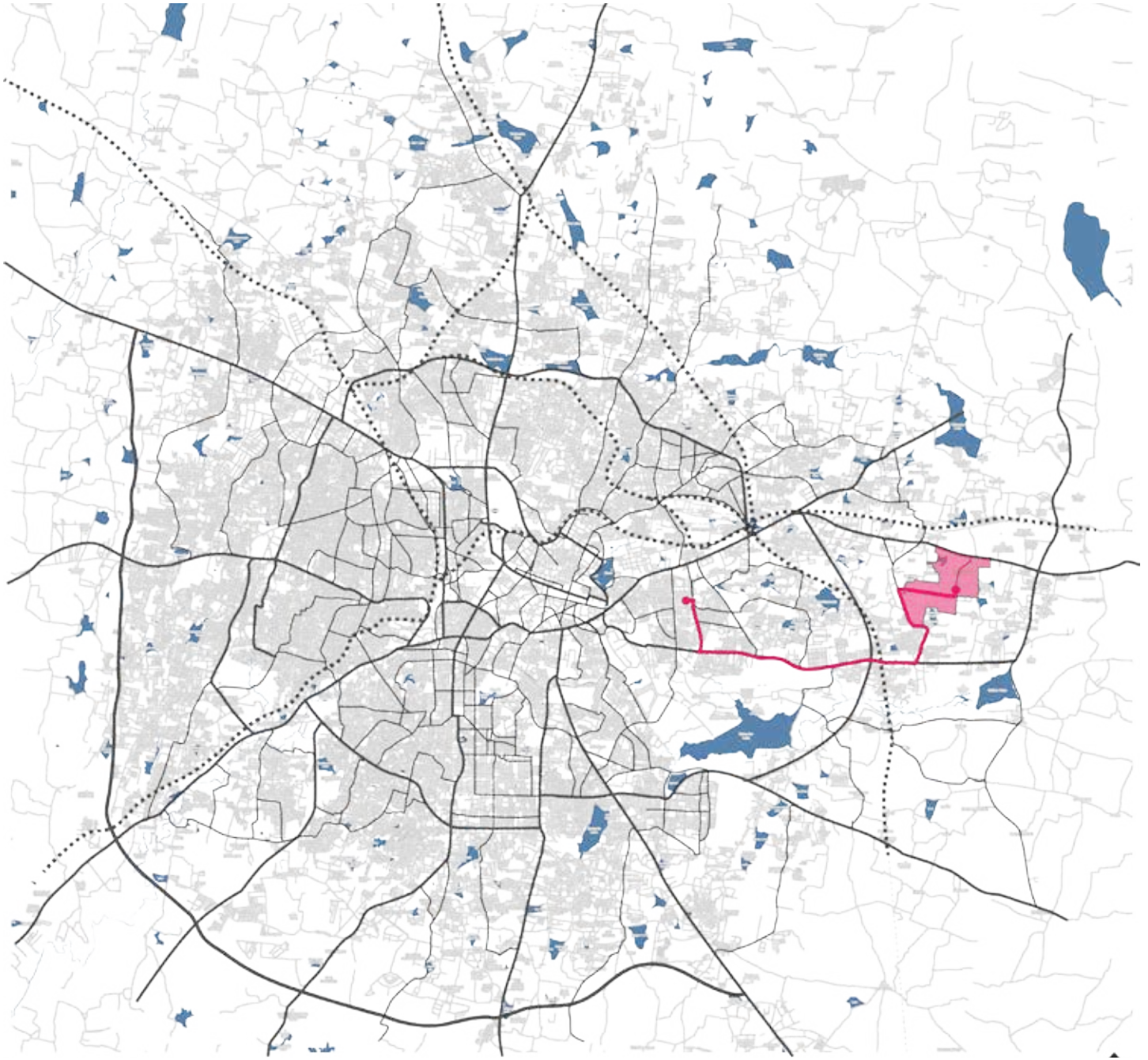
Spatial diagnosis

Density of the city



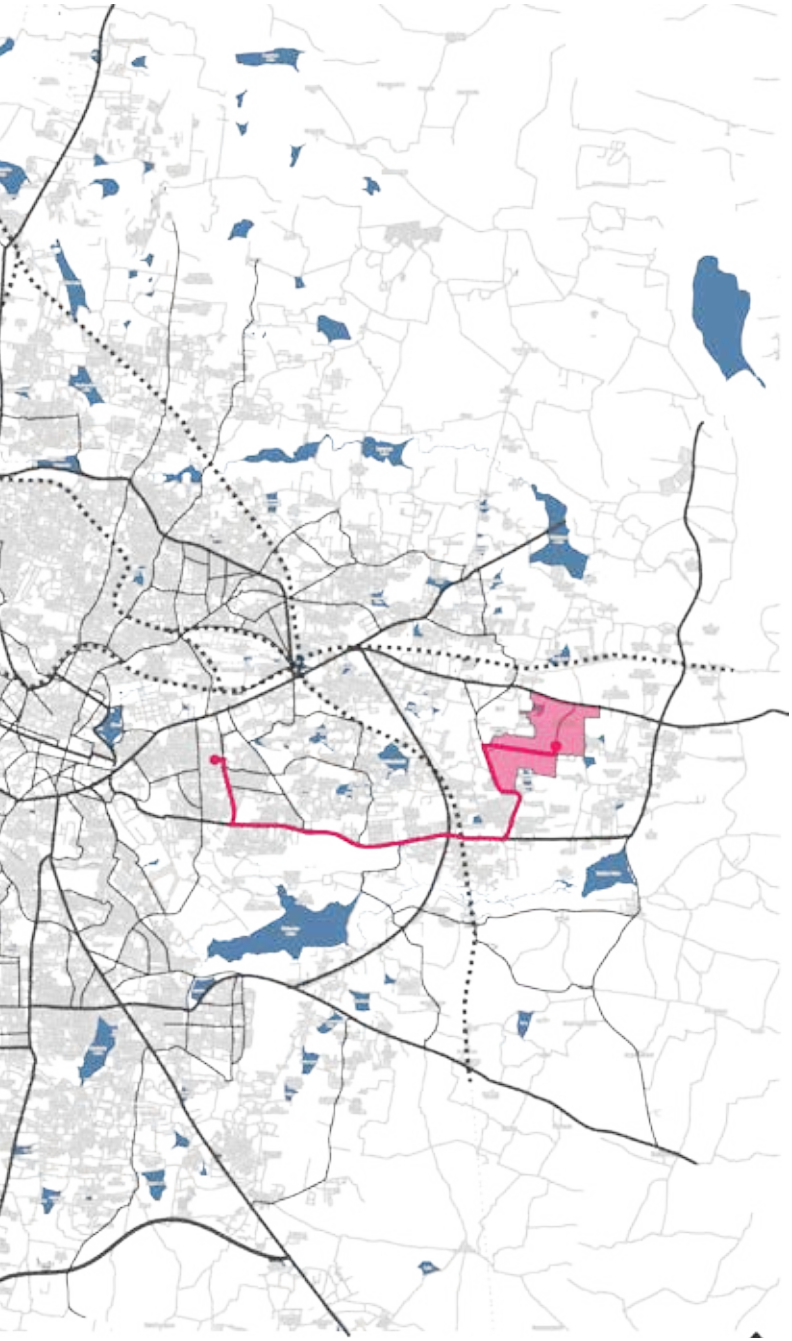
Spatial diagnosis

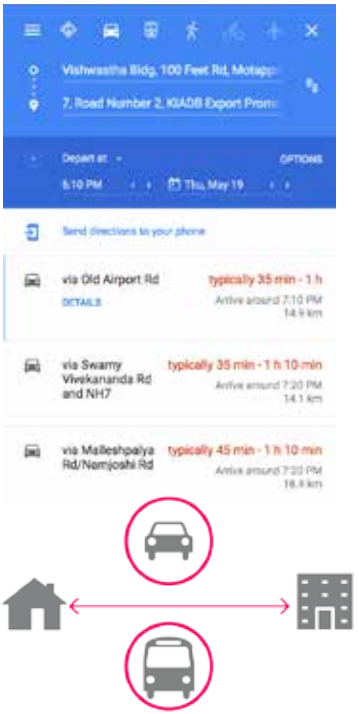
Itisha's route to work



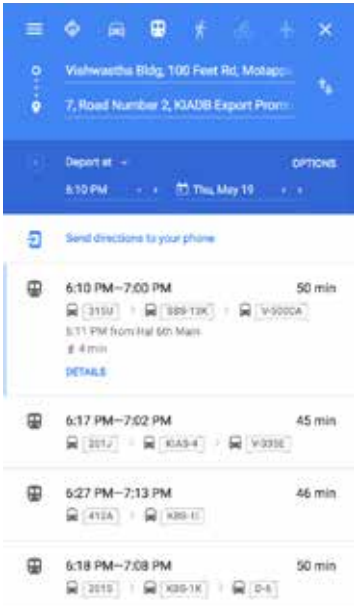
Spatial diagnosis

Itisha's route to work





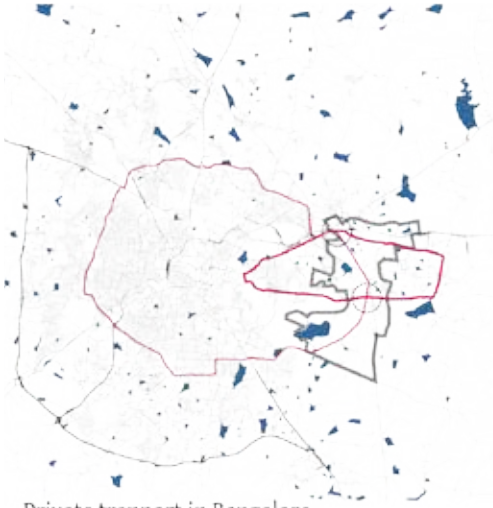
14 Kms



'Better-half' of Bangalore

Spatial diagnosis

Itisha's route to work

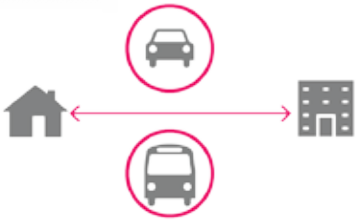


Private tranport in Bangalore

TRIP CHAINING

ATTENTION DUE TO CLOTHING

AFFORDABLITY



Public tranport in Bangalore

TRAFFIC DELAYS

PROXIMITY

NO PUBLIC TRANSPORT OPTIONS

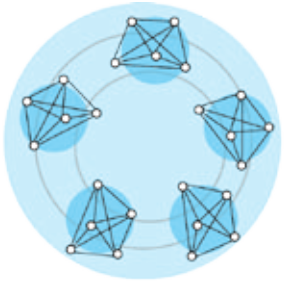
Sub-research question

What are the ideal spatial conditions that would make accessiblity easy for women?

Spatial conditions

Ideal spatial objectives needed for the IT Indusrty

CITY OF SHORT DISTANCES



ENVIRONMENTALLY FRIENDLY TRANSPORT

Transit oriented development

'Better-half' of Bangalore

Strategy

Ideal spatial objectives

SPATIAL STRATEGIES

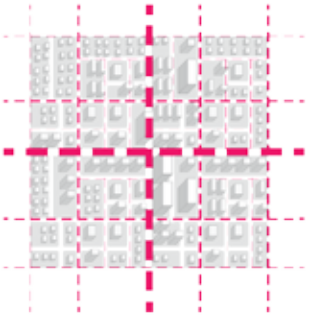
MOBILITY

To increase the density of public transport to initiate a higher desnity development.

INCLUSION : Increases diversity & familiarity

STRUCTURAL & MOBILITY

To introduce public transport routes and design a street hierarchy for inclusion & safety of pedestrians.



CONVENIENCE : Increase accessiblity, reduces travel time and diversity.

Densifying and diversifying the gap between the industrial suburb and the city to result in a city of short distances.

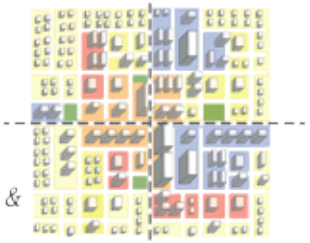
STRUCTURAL

To increase the density around the transit to make the city accessible to a larger population.

CONVENIENCE : Reduce travel time and distance.

FUNCTIONAL

To densify the nodes of transit change and introduce new land uses based on the location of the transit.

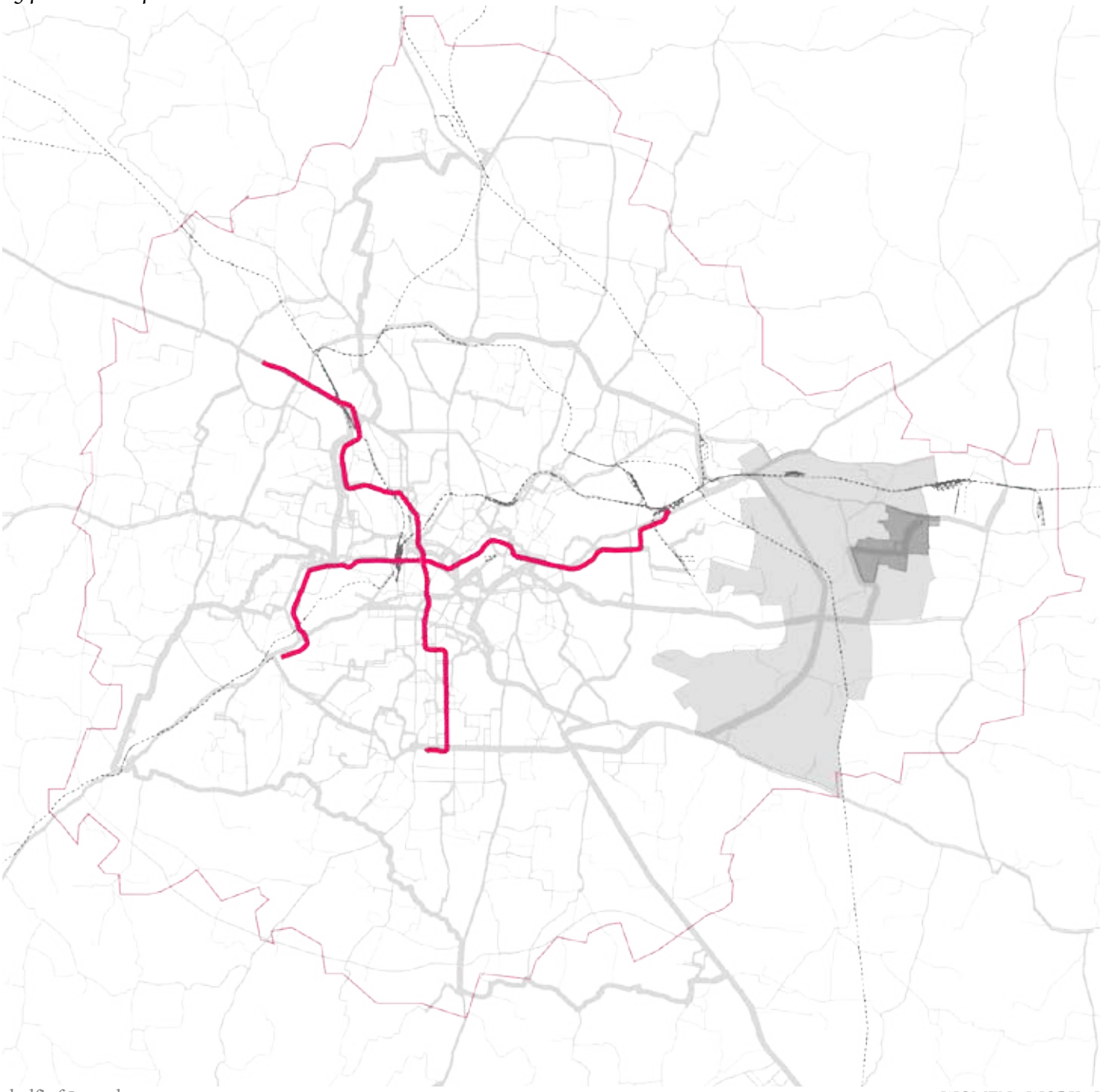


CONVENIENCE & INCLUSION : Increase the uses & diversity.

'Better-half' of Bangalore

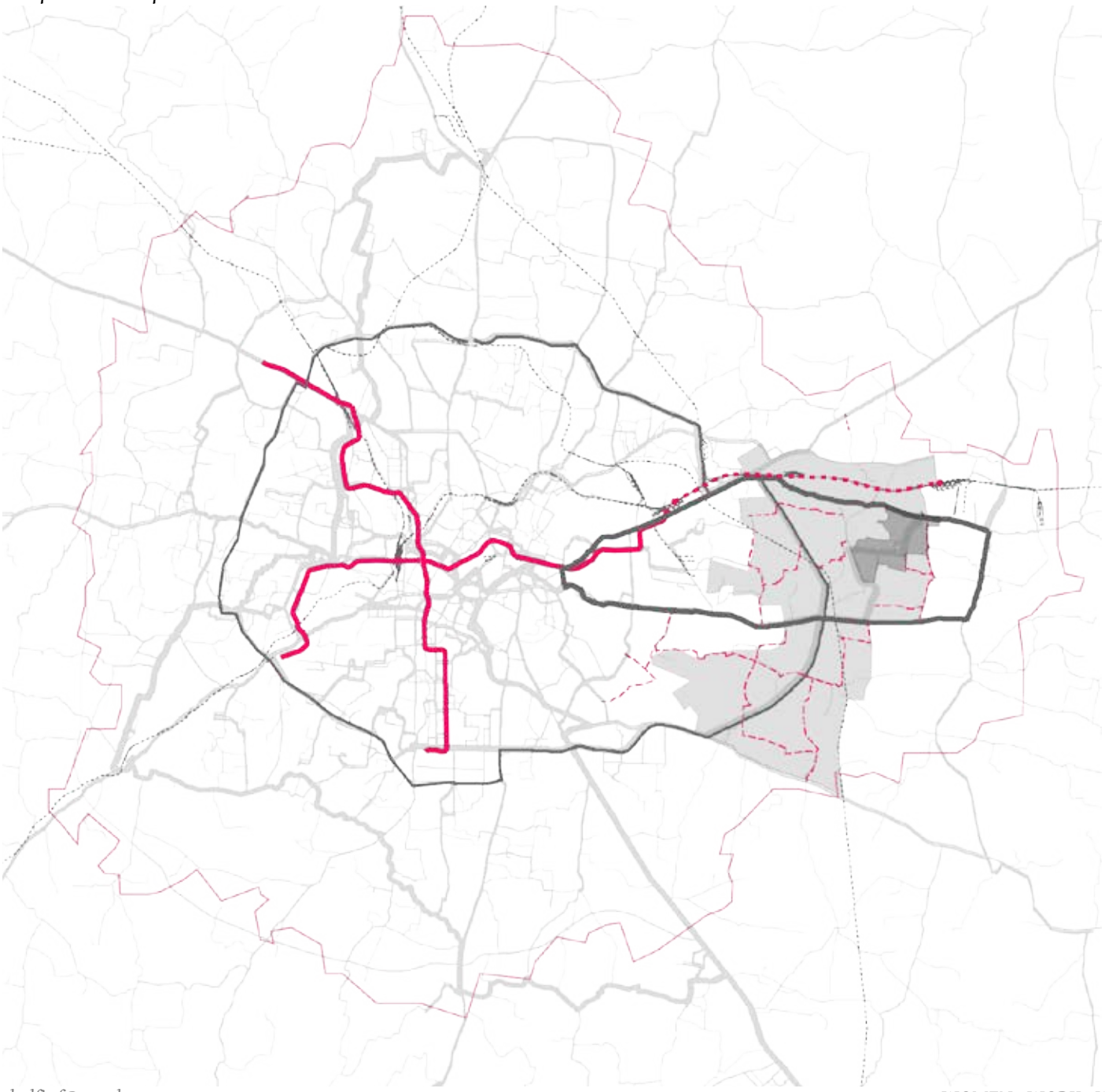
Design

Existing public transport



Design

Proposed public transport routes



Design

Street hieachy

Highway

Public transport on service roads
Building edge conditions soft
Road crossing to be frequent

Arterial road

Broad foot paths

Sub-arterial road

Parking along the footpath
Buidling conditions soft

Local road

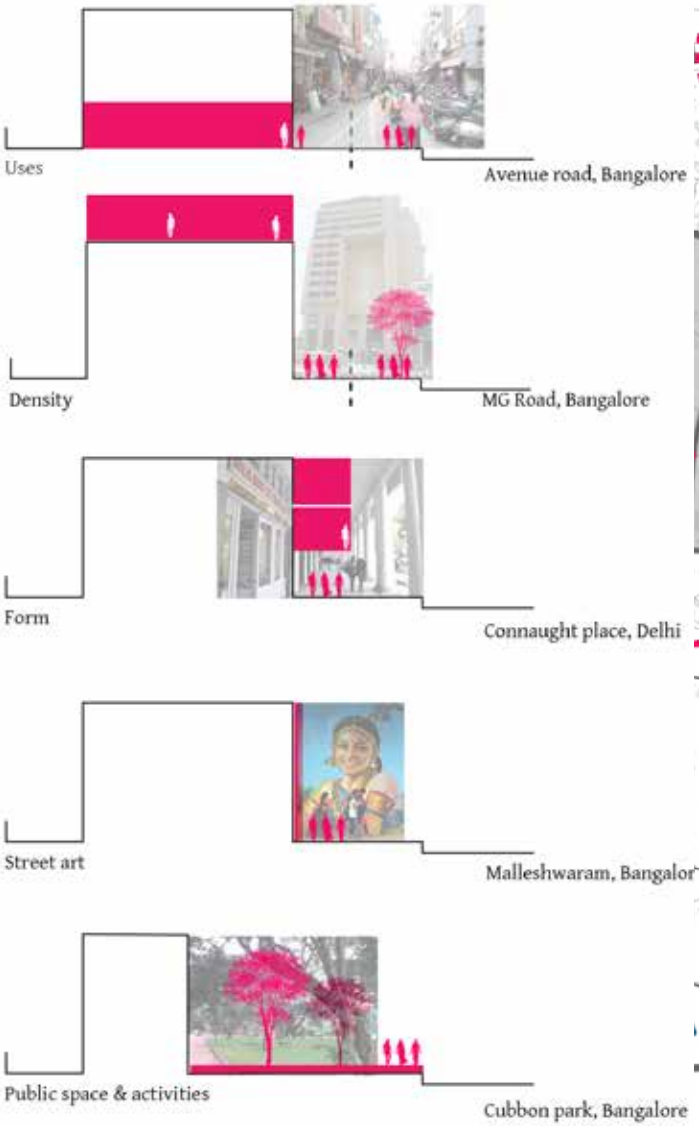
Buidling conditions soft

Design

Densification

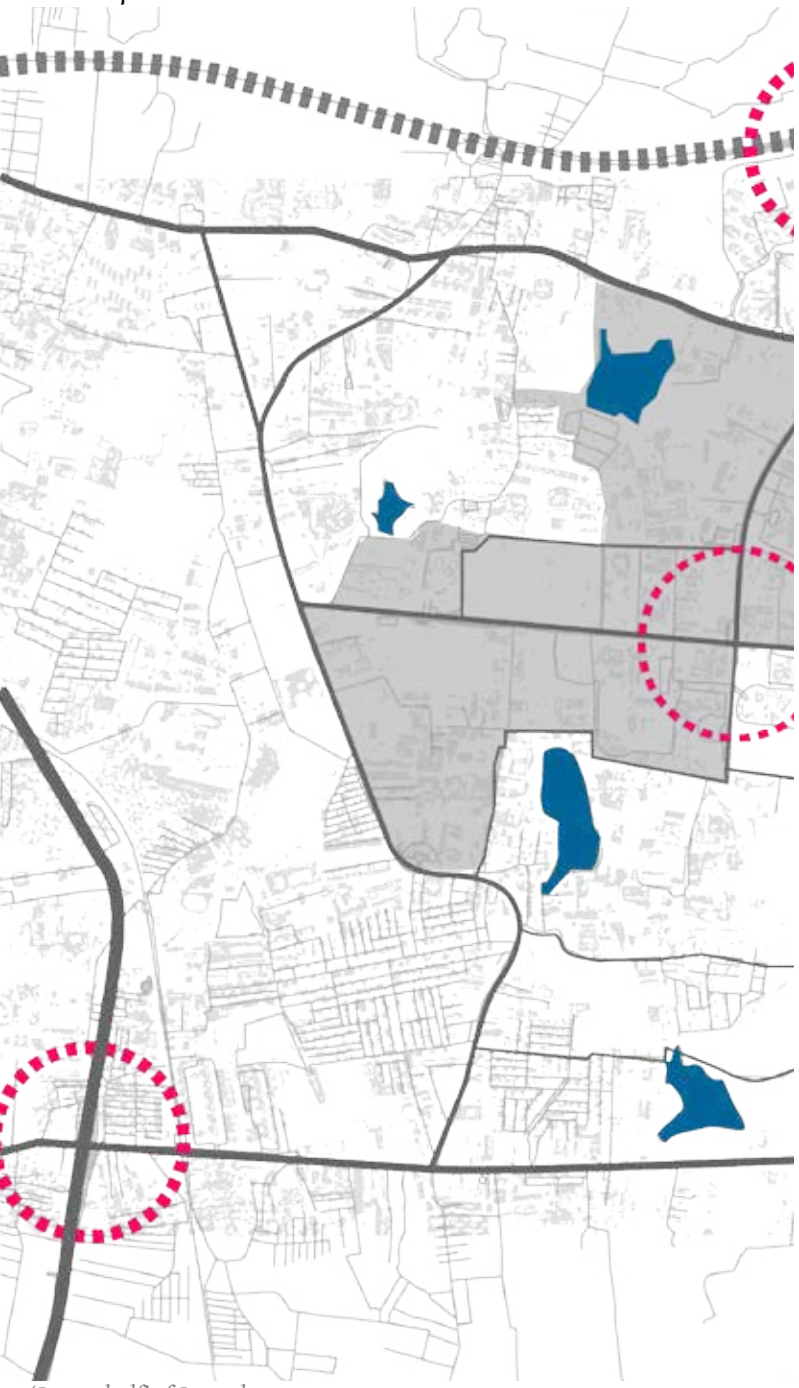
Design

Building conditions



Design

Public space



Activities

Local children's park

Point of attraction

Freedom park, Bangalore

Edge and entrance

Shivaji park, Mumbai

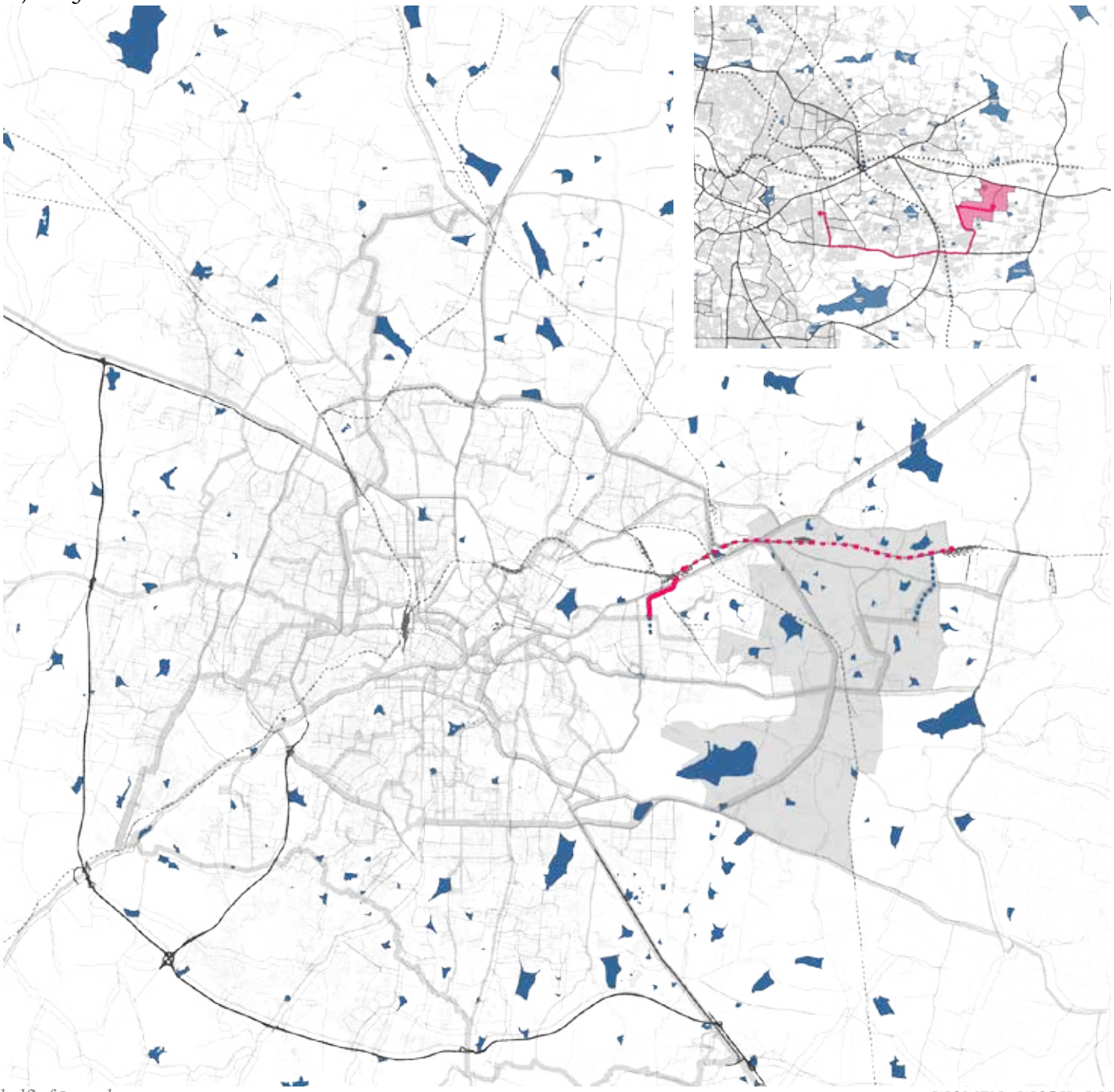
Visiblity

M.G Road, Bangalore

Scale of space

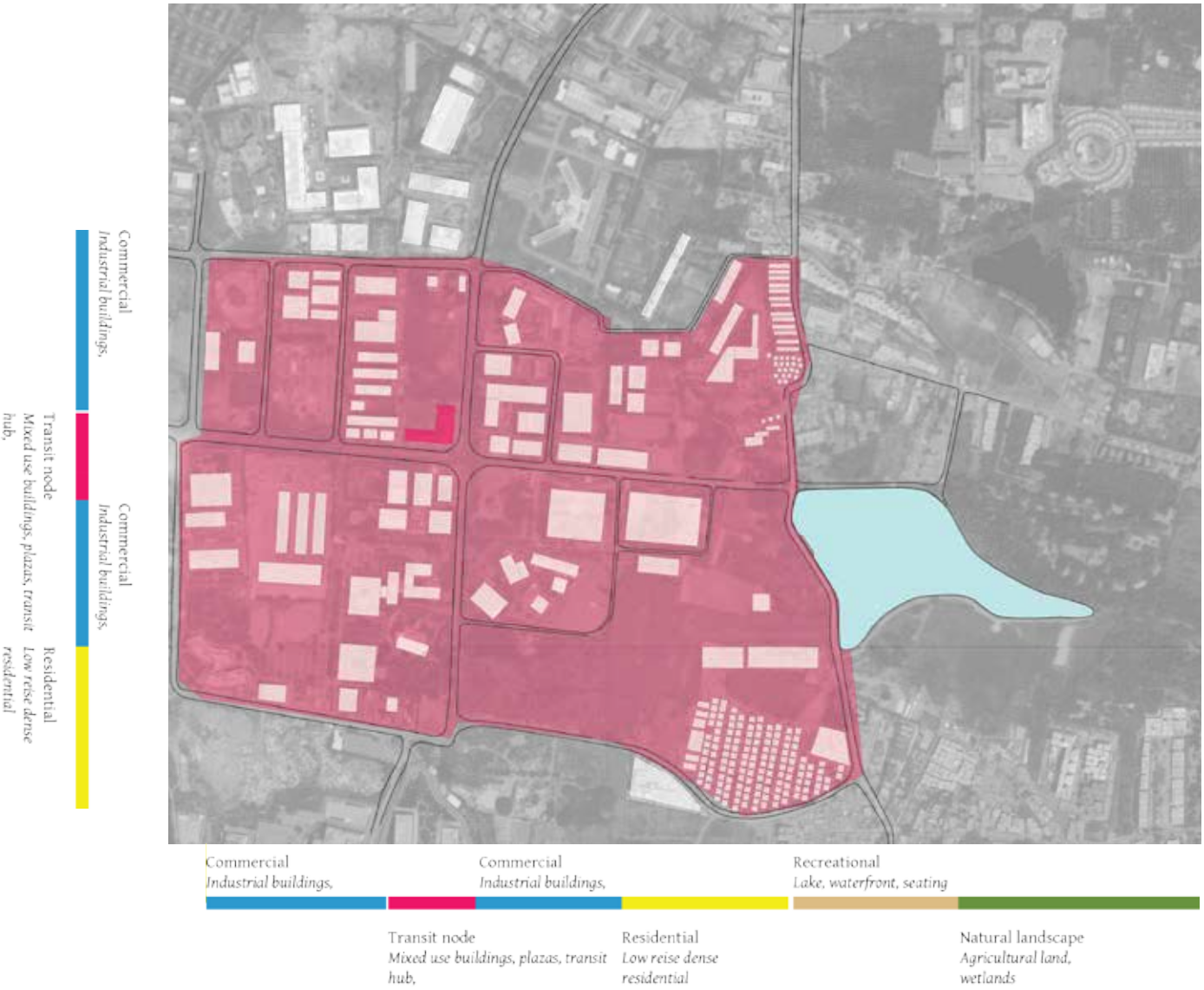
Design

Impact of design

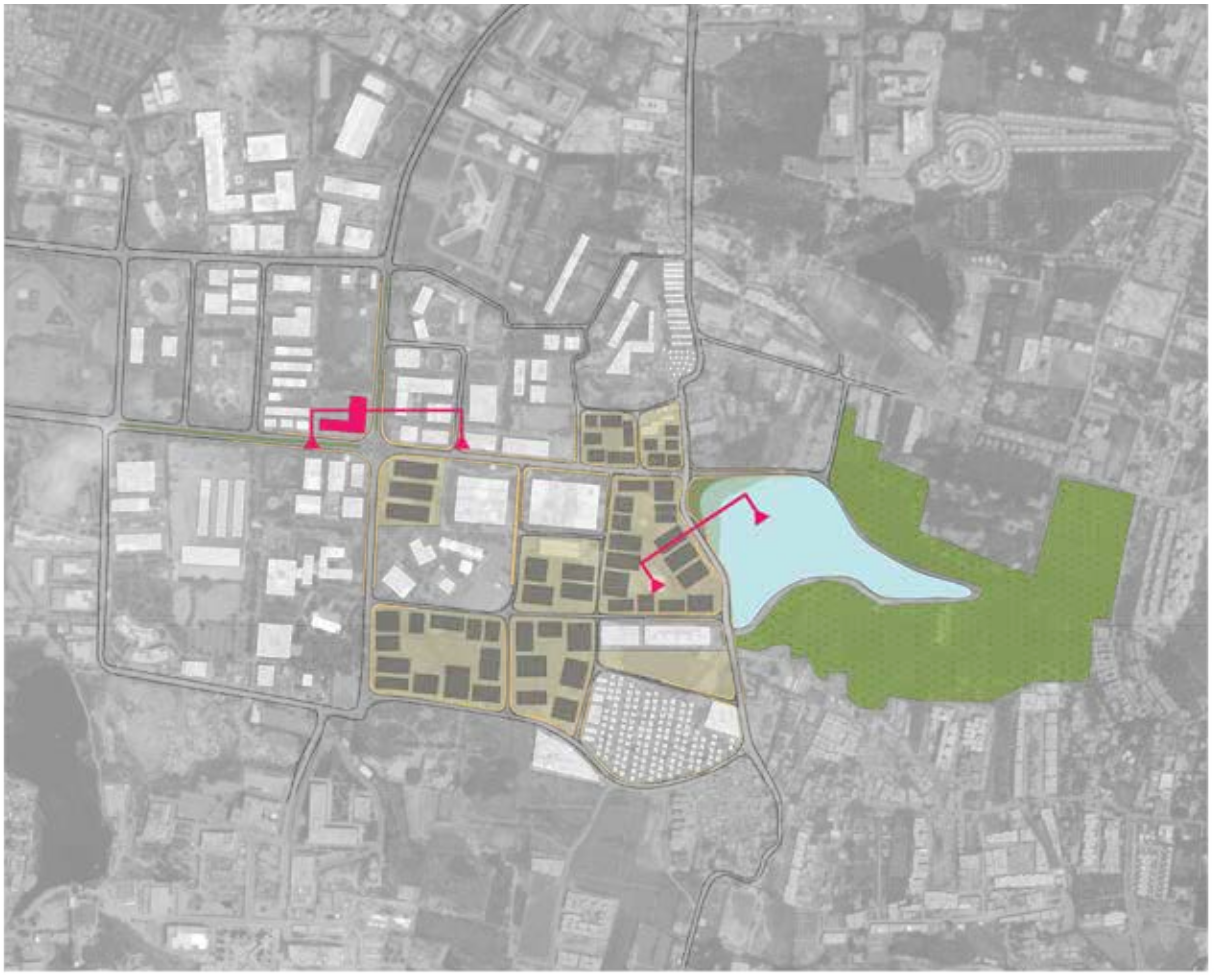


Design

Program for transit oriented development



Design
Densification



Reflection

Inclusive cities of the future

Happiness

Gender as a function of happiness

Happiness

Quality of life

Capablity approach

Gender based

Context driven

Socio-cultural background

Economic capacity

Institutional framework

Space

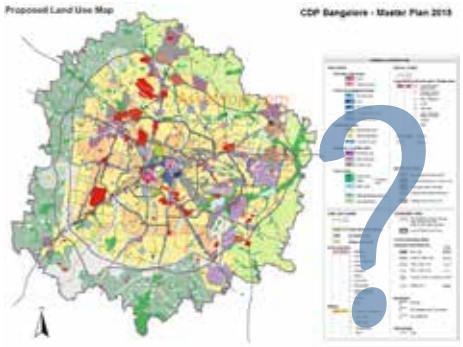
Accessibility

Gender perspective

Accessiblity is not only about getting from A to B in the quickest way, but the spatial quality of this route and the public space should also be considered in defining the level of accessibility.

Planning approach

Reparative rather than visionary

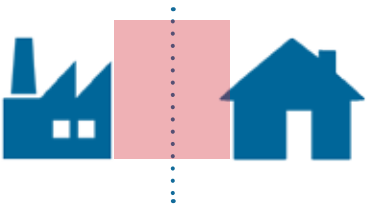


Reality

Reparative

Visionary

Distinct separation of uses



Redefining the interspace

Re-examining the organistion

Looking ahead

Gendered utopia

Thank you.