‘Better half’ of Bangalore
WOMEN . WORK . WAYS .
Contents

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Problem
Relation between gender & space
16th December 2012

‘Better-half’ of Bangalore
Gender equality and space

What is the relationship?

New Delhi continues to shock, as NCRB data shows the city tops in terms of number of reported rapes last year proportionate to its female population.

INDIA: NO. OF RAPES PER 1 LAKH WOMEN (2014): 6.1

INDIA:

- KOLKATA
- CHENNAI
- BENGALURU
- HYDERABAD
- MUMBAI
- DELHI

- IN 2013: 33,707
- IN 2014: 36,735
Gender inequality
Female workforce participation rate

Indian ranks 127th out of 142 countries

'Better-half' of Bangalore
Gender roles

*Binary way of thinking*

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Feminisation of workforce

Impact of globalisation

Growth% of workforce in Urban India

Source: Calculated from unit level NS5 data, various rounds and Census of India, Registrar General of India.
Redefining gender roles

Work-life balance

‘Better-half’ of Bangalore
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 impact of globalisation
Second fastest growing city
Largest female workforce population
Familiarity

‘Better-half’ of Bangalore
Industry choice

Inclusive approach

GARMENT INDUSTRY

Blue collar workers

85% women in the industry

Grament industrial agglomeration

IT INDUSTRY

White collar workers

25% women in the industry

IT industrial agglomeration

‘Better-half’ of Bangalore

WOMEN . WORK . WAYS
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

Designing the process

Spatial conditions that affect accessibility for women

Existing evaluation toolbox for accessibility

Spatial conditions of Garment and IT industrial areas

Tools for providing the spatial conditions for improving accessibility

Evaluation of the garment & IT industrial areas

Specific strategy for the garment and IT industrial areas

Spatial tools for strategy implementation

Stakeholder discussions, current implementation framework

Surveys, interviews & discussions

Data collection, literature, mapping

Mapping, observation & documentation

EVALUATION TOOL BOX

SPATIAL STRATEGY

INTERVENTION

PROBLEM UNDERSTANDING

ANALYTICAL & THEORETICAL FRAMEWORK

FIELDTRIP

Bangalore

FEEDBACK

Bangalore

DESIGN & IMPLEMENTATION

EVALUATION

PRESENTATION

'Better-half' of Bangalore
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

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Comparative study

Differences

MODE OF COMMUTE

DISTANCE OF COMMUTE

Blue collar.

On foot accompanied.

On foot alone.

By public transport.

By scooter accompanied.

By scooter alone.

By car alone.

White collar.
Evaluation criteria

Spatial components through scale

GENDER & SPACE

FUNCTIONAL
distribution in SPACE

MOBILITY
through SPACE

STRUCTURAL
composition of SPACE

PHYSICAL/AESTHETIC
quality of SPACE

BUILDING

NEIGHBORHOOD

CITY

'Better-half' of Bangalore
Diagnosis & Design
Garment industry
Narrative

From the industry

Toilets

Circulation

Productive space

Front entrance/administration

Services

Side setback of 6m

Goods service bay

Car/bike parking

Front setback of 8m

Security

Employees

Goods

‘Better-half’ of Bangalore
Spatial challenge
Gendering in public space at urban scale
Spatial diagnosis
Industrial development

Post-independence

Globalisation

‘Better-half’ of Bangalore
Spatial diagnosis
*Gendering in public space*

Post-globalisation

Current

300,000 women workers

*Better-half* of Bangalore
Spatial barriers
Social consequences of space

- Natural barriers
- Structural barriers
- Segregated landuse
- Infrastructure barrier
Sub-research question

What are the ideal spatial conditions that would create inclusive spaces?
Spatial conditions
Ideal spatial objectives needed for the garment industry
Spatial conditions
Spatial quality of activities

Necessary activities
Optional activities
Social activities

'Better-half' of Bangalore
Spatial conditions
Ideal conditions of optional & social activities

FEELING SAFE
Against traffic or accidents

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

PLEASANT SENSORY EXPERIENCES
Climatic protection

HUMAN SCALE
Varied scale

CLIMATE
Protective walkway

SENSORY EXPERIENCE
Landscaped edge

SIT
WALK
SEE
TALK or LISTEN
STAY or STAND
PLAY or EXERCISE
Strategy
Existing conditions

‘Better-half’ of Bangalore
Strategy
Inclusive spine

'Better-half' of Bangalore

WOMEN . WORK . WAYS
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 accessibility, reduces travel time and diversity.

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.

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Strategy
Program for the inclusive spine

‘Better-half’ of Bangalore
Strategy
Girisha’s route to work

‘Better-half’ of Bangalore
Design
Plan of the inclusive spine

'Better-half' of Bangalore
Design
Node 1: Before

'Better-half' of Bangalore
Design
Node 1: After

'Better-half' of Bangalore
Design
Node 1: Before

‘Better-half’ of Bangalore
Design

Node 1: After

'Better-half' of Bangalore
Design
Plan of the inclusive spine

‘Better-half’ of Bangalore
Design
Node 2: Before

‘Better-half’ of Bangalore
Design
Node 2: After
Design
Node 2: Before

'Better-half' of Bangalore
Design
Node 2: After
Design

Impact at the city scale

‘Better-half’ of Bangalore
Design
Node 3

'Better-half' of Bangalore
Design

Impact of spine on the neighborhood

‘Better-half’ of Bangalore
Design
To achieve permeability of the neighborhood

Before

After

'Better-half' of Bangalore
Diagnosis & Design
IT industry
Narrative

Itisha’s route to work
Spatial challenge

Commute to work
Spatial diagnosis
Industrial development

Post-independence
Globalisation
Post- Globalisation

'Better-half' of Bangalore

Women . Work . Ways
Spatial diagnosis
Density of the city
Spatial diagnosis

Itisha’s route to work

‘Better-half’ of Bangalore
Spatial diagnosis

Itisha’s route to work

14 Kms
Spatial diagnosis

Itisha’s route to work

Private transport in Bangalore

Public transport in Bangalore

- Trip chaining
- Attention due to clothing
- Affordability
- Traffic delays
- Proximity
- No public transport options
Sub-research question

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

Ideal spatial objectives needed for the IT Industry

CITY OF SHORT DISTANCES

ENVIRONMENTALLY FRIENDLY TRANSPORT

Transit oriented development

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Strategy
Ideal spatial objectives

SPATIAL STRATEGIES

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

INCLUSION: Increases diversity & familiarity

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

CONVENIENCE: Increase accessibility, 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

'Better-half' of Bangalore
Design

Proposed public transport routes

‘Better-half’ of Bangalore
Design

Street hierarchy

- 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
  Building conditions soft

- Local road
  Building conditions soft
Design

Building conditions

Avenue road, Bangalore

MG Road, Bangalore

Connaught place, Delhi

Malleshwaram, Bangalore

Cubbon park, Bangalore

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'Better-half' of Bangalore

Design
Public space

Activities
Local children's park

Point of attraction
Freedom park, Bangalore

Edge and entrance
Shivaji park, Mumbai

Visibility
M.G. Road, Bangalore

Scale of space

WOMEN . WORK . WAYS
Design
Program for transit oriented development

‘Better-half’ of Bangalore
Design

Densification

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Reflection
Inclusive cities of the future
Happiness
Gender as a function of happiness

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<th>Happiness</th>
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Accessibility

Gender perspective

Accessibility 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.

‘Better-half’ of Bangalore
Planning approach
Reparative rather than visionary

Reality
Reparative
Visionary

Distinct separation of uses
Redefining the interspace
Re-examining the organisation
Looking ahead
Gendered utopia
Thank you.