

Gender Inclusive Planning in Mobility and City development

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Abstract - Freedom of individuality would be considered when there is a safety mode of transport in the mobility of the people from place to place. But there is always a constraint in mobilizing through any medium is the inequality of gender being faced for many years but still, it did not change its place from the front seat in most of the countries. Because of gender inequality, rationally we could see many issues being faced, majorly in gender mobility, gender-inclusive planning etc. Equality in gender mobility is not a radical issue but it is the major issue for the development of any country in a tangible and intangible way. Firstly, the main aim of this article is to address the issues of gender mobility in our multi-disciplinary society. Secondly, this paper gives you the picture of majorly the women mobility in which the problems they are facing in the urban and rural context since these two contexts are quite different in several aspects. Further, what is the policies and norms undertaken by the private and public sectors are mentioned in the paper and case studies of the places where they are following good practices to overcome the inequality in Gender Inclusive Planning in Mobility and City development

Key Words: Gender Mobility, Urban Infrastructure, Safety and security, JNNURM.

1. INTRODUCTION

Women's roles since the Industrial revolution has a powerful impact. The lifestyle of every individual has changed unexpectedly through the industrial revolution. This revolution not only improved the lifestyle of men and also women in every socio-economic group of families. Before the industrial revolution woman used to engage themselves in agriculture, raising children and looking out for the family, etc. But this inventory age made all women migrate from the traditional world to the industrial world. Majorly textiles, coal mines and other handlooms industries saw major growth in women's participation for contributing their family in earning a livelihood and improving their standard of living. Unfortunately, they have no rights equal to the men

to vote in those days this phenomenon continued till the 1800s. Later in the 1900s government decided to extend the rights of women. From that time every individual woman got freedom of work for the welfare of their family. Further feminist activists struggled for acquiring real freedom for the welfare of the woman.



Fig -1 Primary source: Clicked on 19 November 2019 (Men's Day) in Delhi metro around 8:30 pm.

This made women's to commute from home to the workplace and vice versa. Gradually women and girls started feeling harassed on public transport and also on transit hubs. Therefore they tend to modify their travel pattern to avoid danger. This research is a little contribution to the actions which are taken to improve social justice. Impact of poor and law mobility for women remain unmeasured for example reduced mobility at night, expensive trips when extra care and safety is demanded, crowded stations.

A woman has an important role in regulating the socio-cultural, political, economic, and religious aspects. The participation of women in multidisciplinary fields not only supports and encourages and inspires the community she is living in but her family too.

Therefore, the participation of women in any role reframes the society ensuring the wellbeing of the individual in a well-organized manner.

“ To achieve gender equality, we need to mobilize not just parliaments but the population not only civil society but all of society.”-world economic forum.

2. IMPORTANCE OF GENDER MOBILITY

Gender differences reflect in transport modes, mobility patterns, distance, and purpose of the trips. Where women present specific characteristics of mobility. According to the Euro barometer (2007) survey:

A higher extent of men travels by car and motorcycle than women, while women walk and use public transport and bicycle more than men. However, women are more inclined than men to utilize low-carbon transport modes such as public transport and walking.

Women tend to value the environment more with more positive perspectives of speed limits and also other attitudes that support a sustainable system of transport. On average, men tend to spend more energy on transport, than women. Women frequently have shorter travel routes. Even women’s journeys to work are frequently shorter and lesser degree of access to a privately owned car. As per the recent survey in India, the woman shares only up to 14 % of the sustainable mode of transport. It is eloquently evident of inequality of gender in mobility. With the difference in the above features in the mobility pattern of different genders, it becomes important to understand it differently.

3. MOBILITY OF WOMEN DIFFER FROM MEN

Travel behaviour of women is quite different from men in many ways:

According to CIVITAS WIKI policy (CIVITAS – City vitality and sustainability is a network of cities dedicated to cleaner, better transport in Europe and beyond) [1]

- Mostly women prefer to travel a shorter distance than men.
- Mostly uses public transport.
- Take care of the household errands and take care of other passengers (usually children or dependent elder).
- It provokes to be safer drivers than men.
- They tend to support more environmentally – friendly mobility patterns.

The above are only a few points about the woman mobility there will be a further explanation in the next sections. If we consider mobility from the perspective of intangible and tangible perspective, which tends us to mention the infrastructure development which is not gender-neutral. The idea of gender-neutral in the infrastructure development assumes to provide equal aspects in the projects (like roads, transport services, and sewage, housing, etc.) for both men and women. But actually, it impacts in a dissimilar manner on the groups. They spend more time collecting water for daily needs. Roads without street lights and shaded areas result in a crime.

4. GENDER MOBILITY IN THE RURAL AND URBAN CONTEXT

According to India Census Bureau, Government of India, the published results of the mode of transport people take to office collected for the latest census 2011 shows-most of the people in the city walk to the office [2]. Workforce excluding domestic and agriculture continue to work from home or walk to their workplace because of the absence of adequate transport facilities. This workforce is more than a half.

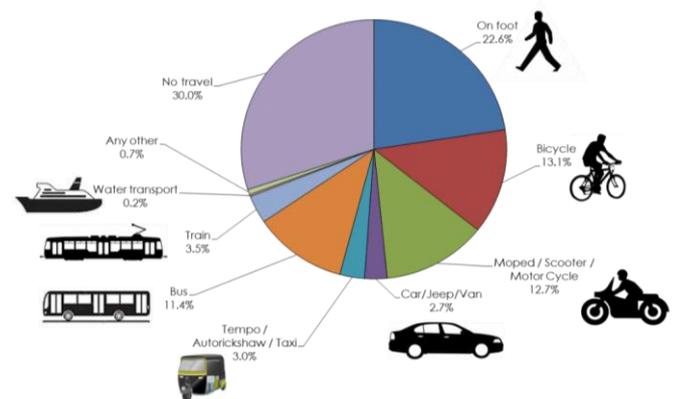


Chart -1: Mode Used to Travel to Work – India (2011) (Figures in %) [1]

- Most people prefer to walk up to 5 km from office to home.
- Indispensable, poor people who walk to work where they cannot afford to spend on transport.
- If the distance is beyond 10km people prefers to take two-wheelers or bus.
- Men get 3 times more opportunities than that of women in rural India
- Girls are not allowed to study outside of their villages which decreases migration and results in low participation in women in the workforce.

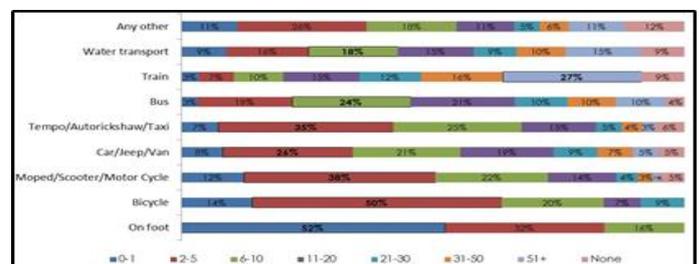


Chart -2: Average Distance Travelled in KM – Mode Wise – India, 2011 (Figures in %) [1]

- Because of the inadequate transport system, India is a crucial part of rural people moving to the cities. This tends to the increase of urbanization. Therefore, it is important

to improve the transport system for the enhancement of the economy and empower citizen

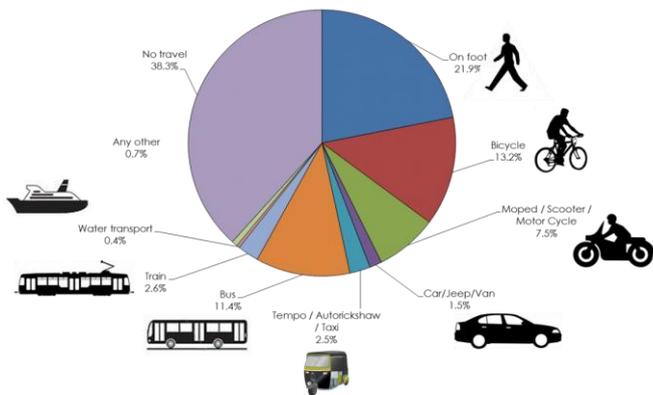


Chart -3: Mode Used to Travel to Work – Rural India (2011) (Figures in %) [1]

5. UNDERSTANDING KEY ISSUES

Issues of gender difference in Urban Infrastructure Development are as follows:

5.1 Municipal services

- **Water:** When water is not piped or transported at home, females and children are most likely to be responsible for the daily task. Because of this unorganized activity, they may lose the time that can spend on leisure activities or in education. Quality of water also an important aspect in which poor quality results in unhealthy issues and wage loss from sick days.
- **Sanitation:** The case of slum dwellers. They are used to live in unhygienic conditions besides that there will be no toilets available because of the unaffordability. This leads women to defecate in the timings of before sunrise and after sunset which makes them unhealthy because of the environmental conditions.
- **Solid waste management:** Women spend time mostly inside their homes which are surrounded by unhygienic conditions that lead to high health risks.
- **The wastewater disposal system:** Because of the unorganized network of city sewage lines, females have to bear the burden of scavenging wastewater form drain pits outside homes.

5.2 Safety and security

India was named as the most dangerous country for women after coming fourth in the same survey seven years ago.[2] A comment given on the issue of safety of women by a famous author Anuradha Roy is “The India I grew up is has gone. Those rapes show a damaged divided nation”.

In urban areas mostly in slums being poor and uneducated, they are provoked to live in the locations that prone to crime. Besides poor and helpless there will be no sources that can reduce such risks and because of their powerlessness, it keeps them in a situation where they do not receive any ready help.

5.3 Even cargo

A private organization fighting for gender mobility. Even cargo is a social enterprise that employs women from poor communities and modifies them in a well-organized manner to make them participate in the women workforce in the labour market. According to the survey, only 17% of the women in India contribute to India’s GDP compared to the global force participation rate for the woman is reduced from 35% in 1990 to 27% in 2016.

5.3.1 Scope of organizations on a macro level.

- It allowed women to gain employment in the formal sector with the number of opportunities for their career growth which directly makes an impact on the female labour force participation rate.
- It provoked the delivery girls to enter into the line of employment that changes them into the history of masculine which makes their participation subsequently change the gender norms in the logistics sector.

6. GOVERNMENT REFORMS FOR AND BY WOMEN

The Jawaharlal Nehru Urban Renewal Mission (JNNURM) is a collaborative mission of the Ministry of Housing and Urban Poverty Alleviation (MoHUPA) and the Ministry of Urban Development (MoUD). One of the aims of JNNURM is to enhance a woman’s participation in urban governance. The norms which are identified by UNDP (United Nations Development Programme) are: Equity, Security, Sustainability, Decentralization, Efficiency, Transparency, accountability, civic engagement, and Citizenship JNNURM attempted to follow the norms of UNDP for the welfare of women mobility.

There are several examples of local groups which are leading in good practices such as- gender equality by working for

women but India needs more schemes which address the issue which is faced by women. For Example-

- Delhi Metro, bus rides made free of cost for women, to increase gender equality and encouraging women to use public transport.
- Woman Lead Sanitation Efforts in Sangli, Maharashtra
- Sanjha Prayas: Partnership for Inclusive Planning in Delhi and, etc.

7. CASE STUDY

Crosscutting Agra Project - Women Improve Livelihoods and Sanitation, Centre for Urban and Regional excellence.

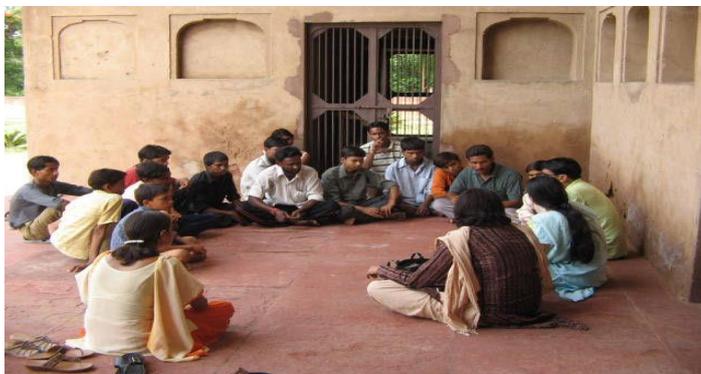


Fig -2

The main salient features of the Crosscutting Agra Project are: Due to the effect of poor quality sanitation for women, CAP planned the initiatives with the different partnerships. A door to door waste collection system regularly.



Fig -3

A women Toilet Saving Group (TSG) raise the money required for the personal toilets. Multipurpose centers were designed to update them about various government

programs and schemes and to provide time-space for livelihood activities.

8. CONCLUSION

An urban imbalance is self-evident when it comes to security. In parks without lighting, in the absence of open bathrooms for females, in the streets and public places with delay turns up as the black zones for female safety.

Being an under developing country, India is well known for its culture and historical legacy. It should be noted that women have always a prominent role in the Indian context but to make that statement stand prowess. Our nation must think from every possible corner of the sectors in society to promote gender mobility and equity. It is the responsibility of government to protect and enable both sexes equally. Smart Cities programme also highlights gender issues and sexual violence in public spaces. Therefore norm, policy and decision should be modified and consider during the processes of urban and transport planning. Fortunately, it is been initiated already by some of the private and government organization that is running successfully. If there is gradual awareness of the issue of gender mobility and gender planning to every citizen in the society would possibly make help planners to fins the potentials to make a city inclusively planned.

“If you want something said ask a man if you want something done ask a woman.” - Margaret Thatcher, Former British Prime Minister

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BIOGRAPHIES



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