

GENDER RESPONSIVE CITY STRUCTURE



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1. Introduction: City for All

1.1 Background

Women's multiple role and responsibilities in home and workplace lead more diverse interactions with the city's built ecology and their journeys are typically more varied and complex than men's. UN-Habitat (2012) urges for gender sensitive urban planning and design "as women and the girls make up half the urban population, do more than half the work, do the majority of the care work, and are often subjected to the sexual and gender-based violence, cities ought to be designed and built with women's and girl's participation and interests in mind". To address these critical concerns, gender mainstreaming must be introduced into all aspects of city life, including urban planning and design.

Gender based sensitivity and violence are both a complex socio-political issue in a society. Both in the rural and urban areas women are come across by harassment in various forms. Discrimination and harassment in the public spaces of urban areas are not expected in modern city planning. Most urban planners and decision-makers are men and hence cities are not designed with women's needs in their mind, leaving women and girls impacted by poorly planned urban spaces, infrastructures and services. In addition, institutional sexism excludes or limits women's participation in local decision-making processes. Asserting everyone's right to "public space and to decision-making around public space" is a requirement for creating gender-inclusive cities (ActionAid 2015). Through adopting sensitive urban policies and plan preparation we can develop a gender responsive city structure and make urban public places amicable for all.

By ignoring women and girl's need in urban planning and city structure causes constant and multiple threats to women's freedom and dignity in cities and reduces their contribution in the national economy. With the weak-unsustainable urban planning under poor policy framework, urbanization results social exclusion of poor, gender insensitivity and marginalizing weaker groups of the society.

The urban local government and the organizations involve in the urban development must recognize the systemic impacts of discrimination. These organizations must examine their way of actions and ensure gender mainstreaming in their policy, strategies and implementation of projects. Low-income women, men, and other marginalized groups

require further attention and inclusion in policies, projects, and decision making. UN-Habitat (2012) insists gender mainstreaming across local governments, municipal functions, and service delivery which offers an opportunity to create inclusive cities respecting the human rights of women and men of all ages and of diverse backgrounds. Only when the diverse experiences and needs of women and men are integrated into urban planning and design will it be possible to form inclusive urban planning procedures, public spaces, and land management.

Modern cities characterize by safe wide-walkable footpath, equally accessible in all public facilities, transport facilities etc. To prevent the crime in the city punishment is not enough. It is more important to reduce the opportunities of situations to occur criminal activities by city planning and designing. Newman (1972) focused on the architectural design and neighbourhood planning to create a defensible public space. As Majority gender based violence in the cities are merely opportunistic; that crime occurrence depends on the conditions of the place: the criminal commits crime where he finds opportunity. So along with the social factors, urban physical fabrics should be designed in a way that will increase surveillance and reduce the violence and crime.

This research will find the solutions that will improve the design, condition and situations of public spaces which will lead a gender responsive city structure.

1.2 Objectives of the study

This research work upholds the same spirit of “safe city for women campaign” to ensure the broad goal: *“Making cities free from sexual violence and fear of sexual violence in public places so that women can enjoy their rights to city”*.

To accomplish the extensive target, the specific objectives of this project are:

- To identify the existing policies that clearly states about gender responsive urban planning.
- To identify the problems faced by women during their commutes as an attribution of lack of women friendly structure/infrastructure such as streets, toilets, footpath, foot-over Bridge, transport system etc.
- To recommend practical means for women friendly urban structures.

1.3 Scope of the Study

The overall goals of AAB program are directed towards ensuring that women and girls can break the cycle of poverty and violence with particular emphasis on:

- Promoting and protecting rights of women in the light of women’s human rights,
- Creating a protective environment to safeguard women from gender-based violence in general, and sexual/fear of sexual violence in particular;

- Promoting accountability through improved planning, implementing and monitoring;
- Enhancing institutional capacity of gender responsive public services to protect women and girls.

Therefore, this study focuses on mainstreaming gender in the planning and execution of projects by the urban planning authority, urban local government, transport planning authority and other infrastructure providing agencies etc.

1.4 Methodology

1. Review of plans and proposals of urban development authority (RAJUK), city corporations, Dhaka Transport Coordination Authority etc
2. Review of government publication and finding the weakness and strengths of prevailing laws and rules related to urban planning and development
3. Review of relevant literatures to sharpening the understanding the gender responsive city planning and requirements.
4. Field survey and questionnaire interview on women and girls to explore the real scenario of the barriers between females and urban structure design.
5. Focus group discussion
6. Key Informant Interview (KII) with the BRTA, RAJUK, Bus operators, Drivers and helpers
7. Interview to the urban planning experts: urban planners, urban designers
8. Data compilation and interpretation to reach to a closer insights of the problems
9. Come up with recommendations that will to minimize the barriers and to facilitate gender responsive urban planning.

1.5 Expected outcomes of the study

This study comes up with the recommendations which will help in city planning and policy formulation that will create gender sensitivity and lead a gender responsive city structure; more specifically:

- Women and girls are empowered to enjoy their freedom in public spaces free from fear of discrimination.
- Transportation System, Policing, Local Government and Urban Planning Authority are responsive to community's demand for providing gender responsive services to ensure women and girls' right to city
- The government will enact and amend policies and legislation to ensure equal access to public spaces, enjoy the benefits of urban facilities provided by the local government and gender responsive urban planning.

1.6 Research Design

Objectives	Indicators/ Variables	Data Sources	
		Primary Data	Secondary Data
1. To identify the existing policies that clearly states about gender responsive urban planning.	All practiced urban planning policies, acts, rules and strategies in favour of gender issues.		<ol style="list-style-type: none"> 1. Related plans and policies 2. Government publications/ urban policies and rules 3. Available Research works 3. books 4. Journals
2. To identify the problems faced by women during their commutes as an attribution of lack of women friendly structures/ infrastructures i.e. toilets, streets. Footpath, foot-over Bridge, transports.		<p>Field survey</p> <ol style="list-style-type: none"> 1. Questionnaire survey girls and women 2. Key Informant Interview (KII): BRTA, RAJUK, Bus operators, Divers and helpers 3. Focus Group Discussion (FGD) 4. Discussion with different stakeholders and Urban planning experts 	
3. To recommend practical means for women friendly urban structures			



2. Understanding Gender Responsiveness

2.1 Urbanization and Gender Responsive Urban Planning

With 147,000 sq km aerial coverage and 160 million population, Bangladesh is the seventh most populous country and one of the most densest of the world. Around 42 million people (28%) live in 570 urban centres of the country. Of these, 11 are enjoying the status of city corporations, 324 municipalities and others are smaller towns. Though the urban centres are spatially distributed fairly balanced way, but the capital Dhaka grew as Monocentric city with nearly 42% share of the total urban population. Rate of urbanization is quite high in the country. Therefore, urban planning and gender responsive development is necessary for inclusive planning with equal opportunities for women and marginalized group of the society.

Cities and the urban centres in Bangladesh have not so far been able to incorporate gender issues and priorities in their planning and development process. Though women constitute nearly 50 percent of our urban population, they are not actively considered in the planning of services and facilities. Very limited supply of urban facilities in one hand and defective planning and huge demand on the other hand made public places and facilities more vulnerable for women's harassment. Overcrowd in the street and sidewalks, public transport, markets and shopping malls create more opportunities for perpetrators.

Cities and the towns are the hubs of economic growth, employment, and cultural life. Under socio-economic, political backdrop urban areas developed and resulted socioeconomic and gender inequalities, exclusion, and segregation. Gender sensitive urban planning focuses to:

- understand gender issues, concerns and needs in urban planning and design;
- Develop capacity to address gender issues in urban planning
- Encourage integration of gender perspectives into urban policies, projects, and programmes
- Gender mainstreaming and gender equality through the implementation of gender-sensitive projects/programmes

There many reasons of not taking women, girl's, poor, and marginalized groups' interest and need in the serious consideration in the planning and development of cities.

2.2 Marginalizing Women in the Urban Planning

Ensuring social justice is a big challenge for whole over the world especially in developing countries. In an unjust society, like other sectors, urban planning decisions and the policies are tend to be formulated to facilitate the rich and influential part of the society. Few women are found in the urban development profession. Women are not heard in the consultation process of “public participation” of the plan formulation and implementation. Therefore, like the poor community and minor groups of the society they remain out of the planning process.

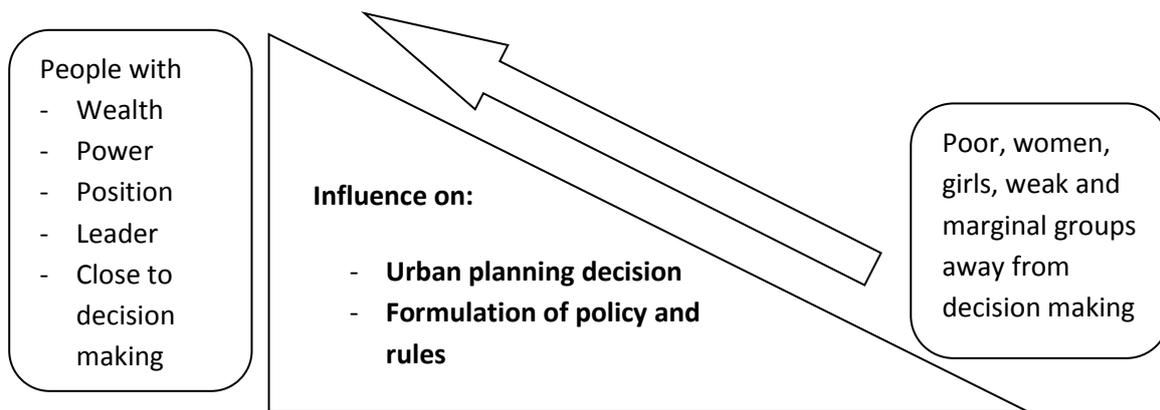


Fig: 2.1 Process of marginalization women from planning process (Author’s illustration)

2.3 Gender Mainstreaming in Planning

“Gender mainstreaming means making a gender-equitable perspective a central element of all decisions.” Mainstreaming means that the strategy wants to be an integral part of all political and planning decisions. Respect for the everyday life of women and men, of younger and older persons is the foundation of a gender-sensitive planning culture. Groups that tend to be underrepresented in urban planning processes are to be increasingly supported in their everyday lives.

- **Gender mainstreaming in city’s master plan preparation and visioning:** Master plan preparation and visioning of city lay down the fundamental foundation of city structure of future city. It sets the strategies for land utilization and provisions of public spaces and utilities. Gender issue must be addressed in this stage of urban planning.
- **Gender mainstreaming in land use plans:** Proposals and strategies translated in the land use plans of the city. Equal opportunities for all irrespective to gender, socio-economic groups and religion are need to be reflected in the land use plan which is the legal document of land development and infrastructure implementation
- **Gender Mainstreaming in designing Public Space:** Public spaces (park, playground, theatre, and auditorium) must be designed with the philosophy that it will keep

provisions for equal access, good facilities and user friendly environment for all without indiscrimination.

- **Gender mainstreaming in project planning for public service:** Project planning, designing and implementation of infrastructure, road, pedestrian ways, underpass, overpass, urban utilities etc will be done considering the need of various groups of the city.

2.4 Few Literatures review

1. Survey by Bangladesh Government (2011)

According to a survey of Bangladesh Government¹, women almost regularly face sexual harassment in public places, mostly on streets, in markets and on public transport. About 43 percent of the 12,600 women surveyed have said public places are the most common spot where they are sexually harassed.

2. Baseline survey by AAB (2015)

Results of a baseline survey on Safe City and Women conducted by ActionAid Bangladesh (2015) shows that major public spaces of harassments are public/private transportation, on the streets, market places/shopping mall etc. *Types and level* of harassments are: derogatory/obscene comments by passersby, passengers and buyers (88%), sexual nuances through abusive language (46%), derogatory comments by drivers or conductors (86%), shopkeepers and sellers (69%). Same study also identified various factors contributing to insecurity in public places. These are: sexual harassments (mentioned by 47.5% women and 35% men), inadequate street lighting (39% women and 19% men), inadequate women exclusive buses (36.8% women and 25.5% men), fear of mugging/hijacking (38% women and 58.5% men), negligence of police/inadequate police patrol (34.6% women and 45% men), and lack of respect for women (mentioned by 45.1% women and 18.5% men).

3. Gender Issue: Urban Planning and Design

Based on the study of various cities of the world “Gender Issue: Urban Planning and Design” a publication of UN-Habitat (2012) argues

“there is a tendency to view urban planning as gender-neutral, not shaped by or in the interest of a particular sex. This assumes that both sexes are affected equally. In reality, what is ‘gender-neutral’ usually has a male perspective and is in men’s interest. The exclusion of women from urban planning means women’s daily lives and perspectives do not shape urban form and function. In other words, city planning overlooks the specific challenges and concerns that women and girls face, underlining the fact that the city is not inclusive and equitable in its design, infrastructure, facilities, and services.”

¹ The survey, jointly done by the Bangladesh Bureau of Statistics and United Nations Population Fund in 2011, covered all the seven divisions of the country. The women were randomly chosen from city, urban and rural areas.

The exclusion of women from urban planning and land ownership and management has many negative consequences for women and girls in cities. Women who face dual discrimination due to their gender and an intersecting identity – e.g. refugee, migrant, or a low-income, disabled, or ethnic/religious minority status – experience heightened levels of marginalization and exclusion.

Some examples of various cities around the world

The following statistics suggests, gender based violence and harassment are found around the various cities of the world in different level and nature. From various sources “Safe cities” compiled the data available in:

<http://www.endvawnow.org/uploads/modules/pdf/1304107021.pdf>

- In Cairo, Giza and Qalubiya, Egypt 83% of Egyptian women and 98% of foreign women surveyed reported experiencing sexual harassment; while 62% of the men surveyed admitted to perpetrating harassment (Egyptian Centre for Women’s Rights, 2008).
- In Montreal, Canada, an opinion poll in 2000 revealed that nearly 60% of women are afraid of walking alone in their neighbourhood at night as opposed to only 17% of men.
- In Argentina, in 2002, of the total reported crimes against sexual integrity and honour (including rapes, crimes against honour, other crimes against sexual integrity), 83% of the victims were women (CISCSA, 2005).
- A global survey on experiences of street harassment found the following percentages of respondents who had experienced: Whistling or honking - 95%, Vulgar gestures - 82%, o Sexually explicit comments - 81%, Following - 75%, Sexual touching – 57%, Public, masturbation – 37%, Assault – 27% (Kearl, 2008²)
- In New York, United States, a 2007 survey found that 63 percent of respondents reported being sexually harassed and one-tenth had been sexually assaulted on the subway or at a subway station (Stringer, 2007)³.

2.5 Violence against Women

The United Nations defines violence against women as “Any act of gender-based violence that results in, or is likely to result in, physical, sexual or mental harm or suffering to women, including threats of such acts, coercion or arbitrary deprivation of liberty, whether occurring in public or in private life (WHO, 2016)”.

² Kearl, Holly. 2010. Stop Street Harassment. <http://www.stopstreetharassment.com/index.htm>

³ Stringer, Scott M. “Hidden in Plain Sight: Sexual Harassment and Assault in the New York City Subway System,” July 2007, <http://mbpo.org/uploads/HIDDEN%20IN%20PLAIN%20SIGHT.pdf>

In the eye of Amnesty International, violence against women is compounded by discrimination on the grounds of race, ethnicity, sexual identity, social status, class, and age. Such multiple forms of discrimination further restrict women's choices, increase their vulnerability to violence and make it even harder for women to obtain justice. *Violence against women is a violation of human rights that cannot be justified by any political, religious, or cultural claim. A global culture of discrimination against women allows violence to occur daily and with impunity).*

2.6 Urban Planning and Development Organizations

About 56 public sector organizations are working in the urban areas of Bangladesh. Few of them are very influential and do major works of urban planning and development. To understand the role of these institutions a brief and precise table is given in the bellow. It will help to understand the problems and where to make changes necessary to build gender responsive urban centres.

Table 2.1: Major Urban Development Organizations and their Functions under the Ministry of Housing and Public Works

Organizations	Functions
RAJUK, CDA, RDA, KDA (Local Level Organizations)	<ul style="list-style-type: none"> - To Prepare Master Plan and Development plan for land use and zoning control; - Area Planning; - Approval of Building permits for development control - Planning and Construction of new major roads, link roads, bridges and culverts, housing area with Dhaka city; - Development of new towns
National Housing Authority (National Level)	<ul style="list-style-type: none"> - Delivering housing to the people - Provisioning housing for the poor and low income people - Developing housing estate, site and services scheme whole over the Bangladesh
Public Works Department (National Level)	<ul style="list-style-type: none"> - Develop and construct public buildings - implement government construction projects - performs regulatory function in setting the pace and managing projects for the country's construction industry - implement project like housing, open spaces
Urban Development Directorate (UDD: National Level)	<ul style="list-style-type: none"> - Prepare plans for the urban areas of Bangladesh - Formulate urban policies and strategies for the urbanizations of Bangladesh - Prepare and co-ordinate regional plans, master plans - Conduct research for determination of the location and pattern of future urban development.

Organizations even within the same ministry have lack of coordination in providing services for a common goal.

Table 2.2: Major Urban Development Organizations and their Functions under the Ministry of Housing and Public Works

Organizations	Functions
11 City Corporations	<ul style="list-style-type: none"> - Provide basic services to the urban dwellers: drainage - Provide infrastructure, streets and footpaths, bridges - Street lighting and maintenance - Waste Management - Create open spaces and parks
324 Municipalities	<ul style="list-style-type: none"> - Provide basic services to the urban dwellers: water and drainage - Provide infrastructure, streets and footpaths, bridges - Street lighting and maintenance - Waste Management - Create open spaces and parks
Local Government and Engineering Department	<ul style="list-style-type: none"> - provides technical and management support to Urban Local Government Institutions to implement urban infrastructure development programs - Planning and implementation of integrated town centre (bus terminals, markets etc.) - Planning and implementation of municipal roads, bridge/culverts, drainage, water supply and sanitation projects. - Planning and implementation of solid waste management projects - Planning and implementation of slum upgrading projects
WASA	<ul style="list-style-type: none"> - Provide water supply - Provide drainage facilities - storm water management



3. Provisions of Policies and Legal Framework

3.1 General

Bangladesh showed a commendable performance in achieving the targets of Millennium Development Goals (MGD). Now it is committed to achieve the goals and targets of SDG (Sustainable Development Goal). Goal 5 of SDG demonstrates to achieve gender equity and empowerment of women and girls. Achieving endeavor of this goal will help to develop gender responsive city structure as well.

What targets are fixed under this goal that related to gender responsive urban planning?

	<p>GOAL 5: Achieve gender equality and empower all women and girls</p> <p>5.1 End all forms of discrimination against all women and girls everywhere</p> <p>5.2 Eliminate all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation</p>
<p>5.4 Recognize and value unpaid care and domestic work through the provision of public services, infrastructure and social protection policies</p> <p>5.5 Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life</p> <p>5.c Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels</p>	

There are some provisions in some of the laws and policies in urban sector of Bangladesh which will help to build a gender responsive urban development. They are:

- Draft Urban Sector Policy 2014
- Local Government (City Corporation) Act 2009
- Draft Dhaka Structure Plan (2016-2035)
- National Housing Policy
- Mohanagar Imarat Nirman Bidhimal 2008 (Building Construction Rules)
- National Multi-Modal Transport Policy
- National Women Development Policy
- Bangladesh National Building Code (BNBC)

3.2 Legal Provisions and Policies in Bangladesh in Urban Sector

3.2.1 National Urbanization Policy 2014

The draft National Urbanization Policy 2014 that addressed gender issues best so far and orients us to a good hope. Its main objective is to incorporate all communities and groups (women, poor, children etc.) in urban planning and implementation. This broader objective of the policy can facilitate in the provisioning of infrastructure, housing and urban utilities for all. It also has objectives for management of the specific issues. As it is a core urban planning policy for urbanized areas, it possesses a great possibility to ensure inclusive urban planning and development. This draft policy is necessary to be approved by the government for sustainable growth of urban centres in Bangladesh.

Policies/ Acts/ Rules	Gender responsive Features
3. Objectives and strategies	3.6 involve all sectors of the community, including women and the poor, in participatory decision-making and implementation processes; 3.8 take into account particular needs of women, men, children, youth, the elderly and the disabled in developing policy responses and implementation;
5.14 Mainstreaming Gender awareness and Sensitivity	5.14.1 Formulation of gender sensitive urban planning and management strategies by central government agencies and urban local bodies, in collaboration with NGOs, CBOs, women's groups and other interested parties. 5.14.2 Ensuring effective involvement of women's groups in all infrastructure development and the provisioning of basic urban services. 5.14.3 Specific measures should be taken up to employment and income generating activities in both the formal and informal sectors. 5.14.4 Measures should be taken to remove barriers to women's access to housing, land, finance and public services.
5.14 Protection of rights of Women, Children, Aged, the Disabled and Street Children and Scavengers	5.14.1 Improve social, educational, and health services and housing for children; 5.14.2 Take measures in physical planning of cities and buildings for the disabled; 5.14.3 Enhancing the protection particularly of children against all forms of abuse; 5.14.4 Extend services for children of working mothers; 5.14.7 Remove social exclusion of street children and scavengers, the aged and disabled. 5.14.8 Provide shelter for street children, scavengers, aged and the disabled who are in needs of support.

3.2.2 Local Government (City Corporation) Act 2009

Local Government Act 2009 has given the detail responsibilities of city corporations and municipalities for proper functioning of the city and providing the services for the urban dwellers. In the detail functions it specifies two issues which are related to women. It gives the urban local bodies to ensure proper provision of street lighting for the citizen and provide separate clean public toilet women.

Policies/ Acts/ Rules	Gender responsive Features
Detail Functions of City Corporation Section 1. Public Health	1.8 City corporation will provide sufficient number of public toilets and urinals in its jurisdiction area for men and women separately and maintain them by regular cleaning
8. Streets	City corporation will provide street lighting on all streets and public spaces in its jurisdiction area.

3.2.3 Draft Dhaka Structure Plan (2016-2035)

Draft Dhaka structure plan (2015-2035) is the updated version of previous DMDP (1995-2015) and has been prepared to provide long term strategies for the 20 years for the development of metropolitan Dhaka and area of 1530 sq.km. This plan set vision, objectives and fixed the targets to achieve for urban planning and development in the next 20 years. It will control the development of future. Therefore it's a very important document for Dhaka's urbanization. The strategies need to be gender sensitive for the development of gender responsive Dhaka city. Unfortunately, like the previous structure plan, this plan also said very little on the gender issue though it is the main planning document for future development.

Policies/ Acts/ Rules	Gender responsive Features
Chapter 10 Preserving Open Space for Recreation, Livability and Identity	Policy-OS/2.1 The greenway network would, among other things, democratize healthy outdoor recreation activities and access to nature by creating a network of linear parks, landscaped streets, and boulevards across the city, using mostly existing city streets and public rights-of-way.
Chapter 12 Enhance the Cityscape with Urban Design and Landscape	Policy-UD/2.1 Space, node, plaza and park are not only amenities, they form parts of city's identity and pleasure. They need to be developed and maintained to provide greater facilities and access to the users ensuring outdoor space for day and night life.

3.2.4 Draft National Housing Policy 2013

Draft National Housing Policy 2013 is a policy which has core objectives to provide housing facilities to all specially for the disadvantage group of the society. This policy provided policy guideline to provide housing, finance and infrastructure for the people. Special attention was given for the poor, women, widow and mentally and physically challenged people. It also has given the policies of social housing.

Policies/ Acts/ Rules	Gender responsive Features
Section 4.10 Social Housing: Housing for distressed Families and women	4.10.1 Priority based program will be prepared to addressed the need of housing for the distressed women. This program will be designed to provide single ownership or shared housing or land, housing financing, home-based employment, housing for working women, opportunity for housing and other facilities, income generating activities etc 4.10.3 Priority will be given to provide housing to the women living below the poverty line, unmarried or widows and the physically or mentally challenged women of the society.

3.2.5 Mohanagar Imarat Nirman Bidhimala 2008

Mahanagar Imarat Nirman Bidhimala 2008 is formulated for giving planning permits of building in the capital Dhaka. It has provided standards and detail guidelines for building construction for residence, commercial, office, institutional use, public buildings etc. This rule doesn't give direct provisions considering women but by following the standards of this rule will facilitate women and girls and physically challenged persons.

Policies/ Acts/ Rules	Gender responsive Features
Standards of building construction	Will facilitate women, girls and physically challenged person in using public buildings.

3.2.6 Draft Bangladesh National Building Code 2015

Policies/ Acts/ Rules	Gender responsive Features
Bangladesh National Building Code	Will facilitate safety to the men, women, girls and physically challenged person in using public buildings as it set standards, space requirements of all types of private and public buildings specially the auditorium, theatre, shopping complex, industries etc .

3.2.7 National Integrated Multimodal Transport Policy 2013

It provides policy and strategies for the development of multimodal transport of the country and covers the need of women and children though the draft “Bangladesh Road Transport Act 2016” hasn’t reflected these policies properly.

Policies/ Acts/ Rules	Gender responsive Features
2.3 Policies and salient Features	2.3.16 providing transport facilities in accordance to the demand of women, children and physically challenged people
4.4 Transport facilities for women, old and physically challenged	4.4.1 arrangement of easily accessible transport 4.4.2 ensuring better environment for the pedestrians especially child, women and physically challenged 4.4.6 ensuring public safety in the stations and mass transport
5.5 Integrated Mass Transportation	5.5.2.2 development of interchanges in a comfortable distance so that passengers can easily walk and avail one mode from another

3.2.8 National Women Development Policy 2011

National Women Development Policy 2011 is specific policy for protection of women’s right and safety. This policy protects women and girls from physical and mental harassment and ensures their active role in the home, work place and public places. So, it will help mainstreaming gender in urban planning and project implementation.

Policies/ Acts/ Rules	Gender responsive Features
Section 18. Development of Female Child	18.6. Ensuring necessary measures against female children suffer no sexual harassment, pornography, physical and mental abuse in different situations such as educational institutions and in the streets 18.7. Ensuring facilities to the female children for their safe and quality excursion and recreation, sports and cultural practices
19. Elimination of All forms of Abuse against Women	19.1. Elimination of all forms of violence to women including physical and mental abuse and sexual harassment, rape, dowry, family abuse and acid throwing in family, society and in the workplace.
23. Ensuring Active Role of Women and Their Equal Rights in All the National Economic Activity	23.11. To arrange for taking all other necessary and making special provision including transportation, housing accommodation, rest rooms and separate toilets and day care centers where women are employed in larger number.



4. Results of Survey and Interviews

4.1 General

Women have different needs and views than men on various types of public facilities in cities. Our roads and sidewalks are not wide enough to encourage women in walking and pedestrian ways are often illegally occupied (by hawkers, car or vehicle parking, dustbins or garbage), which ultimately deter women in walking through our cities. Design and planning in our cities do not take special considerations for the requirement of facilities in park or open space for women. For the cases of secondary cities in our country, park or recreational facilities, accessible for women are rarely present. Lack of proper maintenances and absence of important infrastructure facilities like; public toilets in the city or public spaces are common in our cities. Sometimes democratic spaces are democratic for the citizen. They are restricted, kept exclusive for a particular group of the society and accessibility of general people is denied. Our development authorities do not even consider about giving extra care in planning and design of facilities considering gender and disability issues.

In addition to the above, sexual harassment and eve teasing is a major form of violence faced by women/girls in public places of our cities and towns. Sexual harassment comes in all forms, and in all spheres of a woman's life. Verbally, physically and visually they are harassed by the male. Most women in our country have been subjected to some form of sexual harassment at some point in their lives. Sexual harassment occurs in different public places like; on street, at workplace, at educational institutions, and at recreational spaces.

4.2 How much Dhaka city is responsive to the need?

To evaluate a city's inclusiveness it is necessary to assess its engagement of all people including, male and female, rich and poor with city fabrics. Main components of this fabric will be the public spaces of the city. How much a city is pro-people or gender responsive, it will depend on the urban planning, designing and use of public spaces, public infrastructure, and access to public utilities. This section of the report will look into these matters for Dhaka city and will find the answer of the following questions:

- How much Dhaka's transportation system pro-people and gender sensitive?
- Are the pedestrian facilities (footpaths, foot-over bridges, underpass, signage, crossings) people friendly? Are they safe for women?
- Do we have sufficient open space for citizen in the city? Are they designed considering the need of women?

- Are the public facilities (like; public toilets) are well planned and distributed? What are impressions of women and girl’s while using them?

4.3 Is our Transport System Pro-people?

4.3.1 Modal Share, need and existing infrastructure

Examining the travel share, it can be said that Dhaka transport system hasn’t developed as per the user’s demand. STP (2005) has found in its household survey that, 76% modal shares⁴ are of “short-distance” (less than 3 km). About 34% of total travel share are made on rickshaw and 48% of total travel share either by foot or non-motorized vehicle. Large portion of the travelers are dependent on either foot or non-motorized vehicle for their principal mode of their trips.

Almost 20% of the people of Dhaka city use walking, the cheapest and environment-friendly mode, as their primary mode of transportation (DHUTS, 2009)⁵. Even though large share of people are pedestrians, the facilities for pedestrians are not properly ensured. Convenience of the pedestrians is not taken care of whenever a road or an intersection is constructed or renovated in Dhaka city. Though there are around 66 pedestrian foot-over bridges and 4 underground pedestrian crossings in Dhaka city to ensure safe crossing of the users, they are very insufficient to its need.

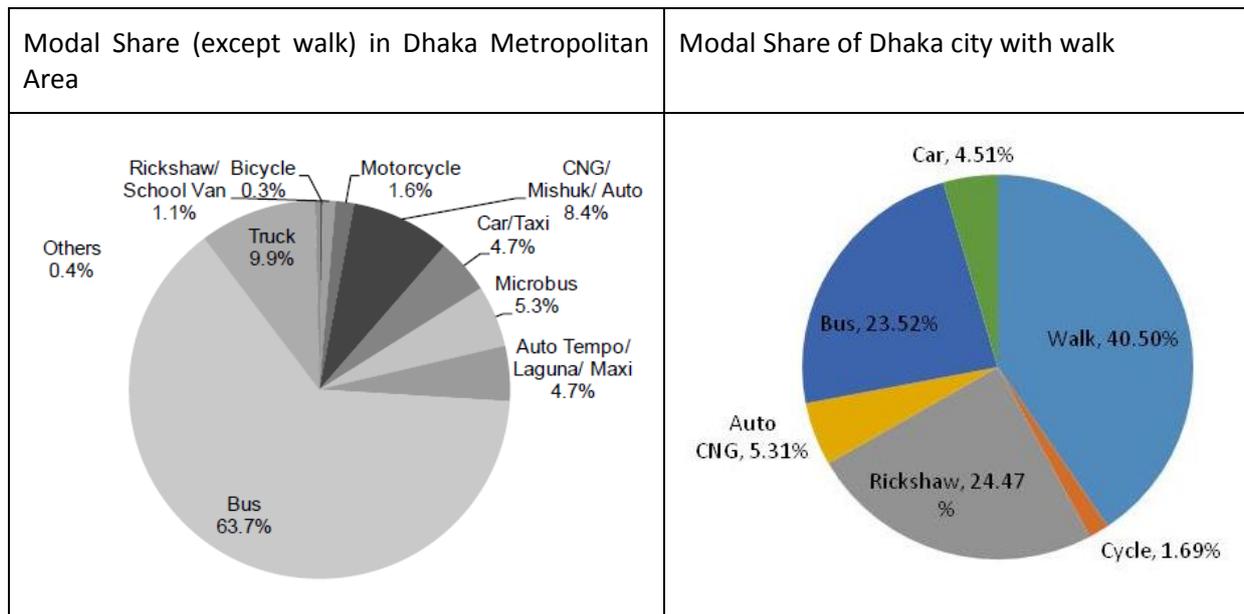


Fig 4.1: Modal Share with and without walk (Source: DTCA, 2015)

⁴ Modal share/ Modal split mean the number of trips, or more commonly in percentage, of travelers using a particular type of transportation. It is the varying proportions of different transport modes which may be used at any one time. In freight transportation this term can be referred to the percentage by mass, or related measures.

⁵ Dhaka Transport Coordination Board (DTCB), Ministry of Communications (MOC), Government of the People’s Republic of Bangladesh, Preparatory Survey Report on Dhaka Urban Transport Network Development Study (DHUTS) in Bangladesh Final Report (Appendix Volume). JICA, March 2010.

Observed daily traffic volumes across the DMA area on 1,882 thousand passenger trips (except walk, railway and boat trips) RSTP (2015) shows that public transportation modes (i.e., bus, laguna, microbus, CNG and rickshaw) account for more than 80% of the traffic between Dhaka Metropolitan Area and its adjoining areas and in particular buses dominate those public modes.

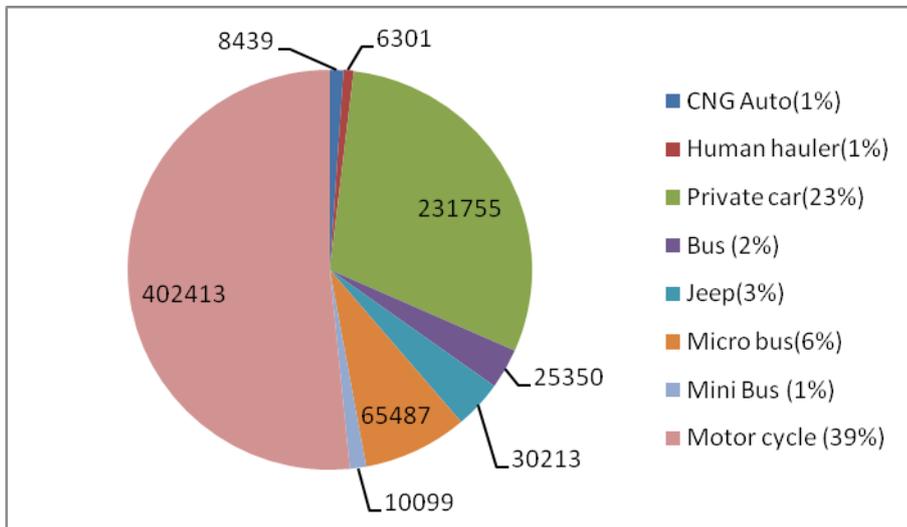


Figure 4.2 shows the number registered passenger vehicles in Dhaka

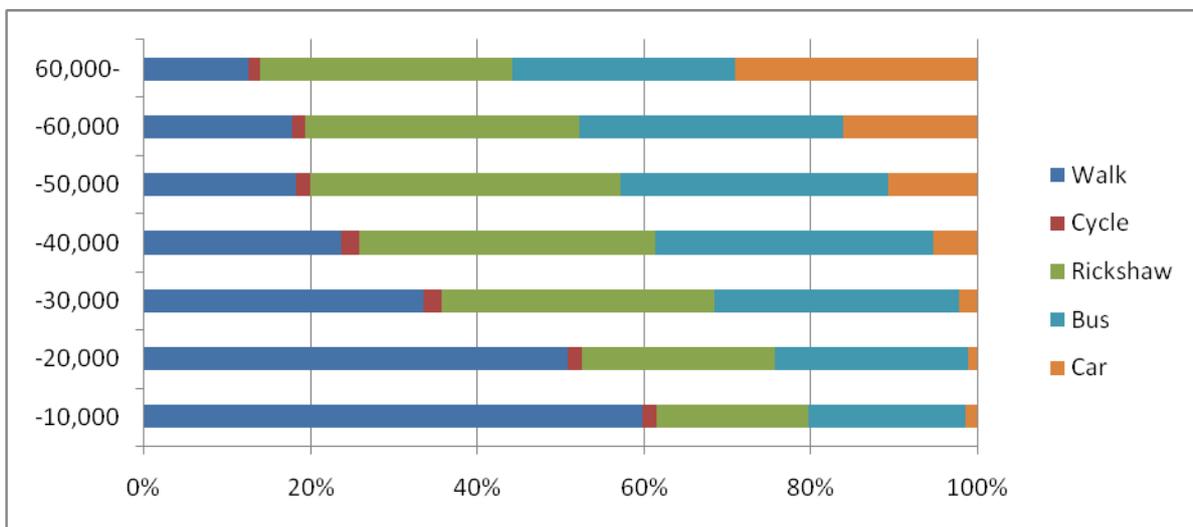


Fig 4.3: Composition of modal share of trips in DMA area (Source: RSTP, 2015)

Figure 4.3 in the above show that with the better income trend of using personal car increased and walk decreased and with decrease in the income trend is reverse.

In a comparison with private cars and public transports (Bus, mini-bus and CNG Auto), RSTP (2015) shows that, among the passengers of car, bus, mini-bus and CNG auto, Buses and minibuses are generating 72% of person trips with only 11% of the share in registered vehicles and only 12% person trips are generated by personal cars.

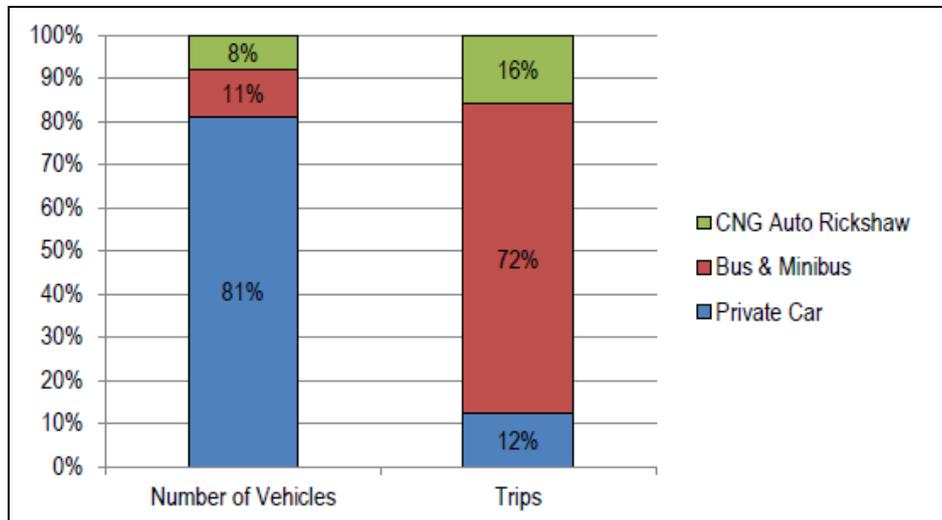


Fig: 4.4 Comparison among Private cars, Buses and CNG Auto (Source: RSTP, 2015)

4.3.2 Are the roads pro-people?

In Dhaka Metropolitan Area (DMA) has approximately 3,000 km road network in which only 200 km primary road, 110 km secondary, 152 km feeder and 2,640 km narrow. Interestingly, public transports ply only on 2.5% of the total road network. Only 400 km road has footpath although footpath is a compulsory part of road within the urban area as it reduce the pressure on road. Moreover, around 40% of this footpath is occupied with the street vendor, garbage bins or construction materials and shop keepers. City turns to a pro-people city when its infrastructure extents its service equitably to the maximum area and meet the need of most of the people.

Table 3: Category of Roads in Dhaka City

Road Type in DMA	Length (Km)	Percentage
Primary road	200	6.66%
Secondary road	110	3.66%
Feeder road	152	5.06%
Narrow road	2540	84.62%
Total	3002	100.00

Source: STP, 2005.

Expanding the public service transport system and constructing footpath may serve the need of the people of the city and help in reducing traffic congestion.

4.3.3 Pattern of Vehicle Registration

Figure 4.5 reveals that even having the constraints of amount of road (only 8% of land coverage) this city haven't taken due attention to develop a good public transport system. Personal car still dominates over the public transport system.

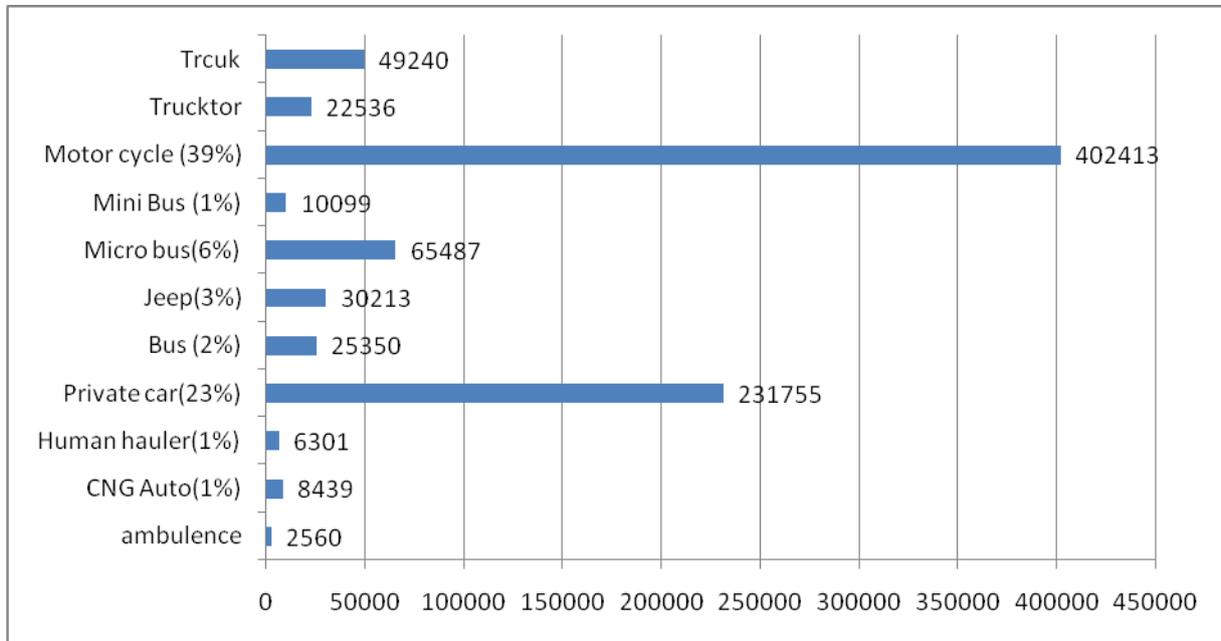


Fig 4.5: Composition of Transport Mode in Dhaka City (Source: BRTA, June 2016)

To import a car in Bangladesh, several types of taxes are imposed such as Import Duty (5%), Value Added Tax (15%), Advance Income Tax (5%) and Advance Trade Vat (3%). Aside from these, a supplementary duty is also applied that varies from 30% to 500% depending on vehicle type, engine capacity etc. (RSTP. 2016). Therefore, over-all tax burden in importing a private car may varies from around 100% to 600%. But still number of cars growing and bring congestions for the city.

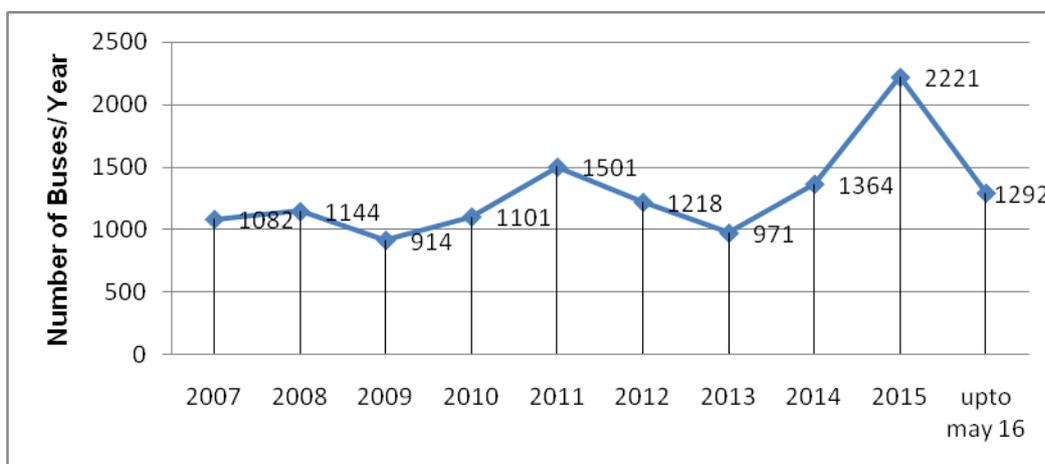


Fig 4.6: Trend of Bus Registration in a year (Source: BRTA, May 2016)

STP stressed in its report on the public transits and pedestrian facilities and discouraged “auto-oriented”- private cars. In reality, statistics demonstrate due attention has not given to reduce the private cars in the city. Registration of personal cars and Jeeps are increasing in every year. Registration of cars continued to increase by 10,000-19,000 each year. That means, on an average, everyday 55 cars are adding to the existing stock of traffics of Dhaka city.

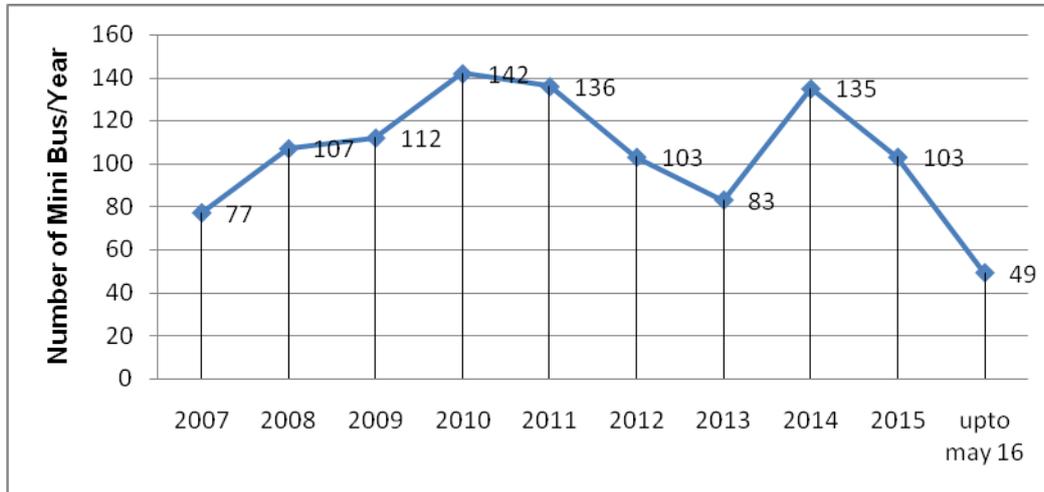


Fig 4.7: Trend of Mini-Bus Registration in a year (Source: BRTA, May 2016)

On the other hand, public transports like Bus and Mini-Bus have not increased in proportion to the increase of population in Dhaka city. Very insignificant numbers of buses in private and public level are added to the public transport system. On an average, around 500-900 transits are added each year to support mass people of Dhaka city.

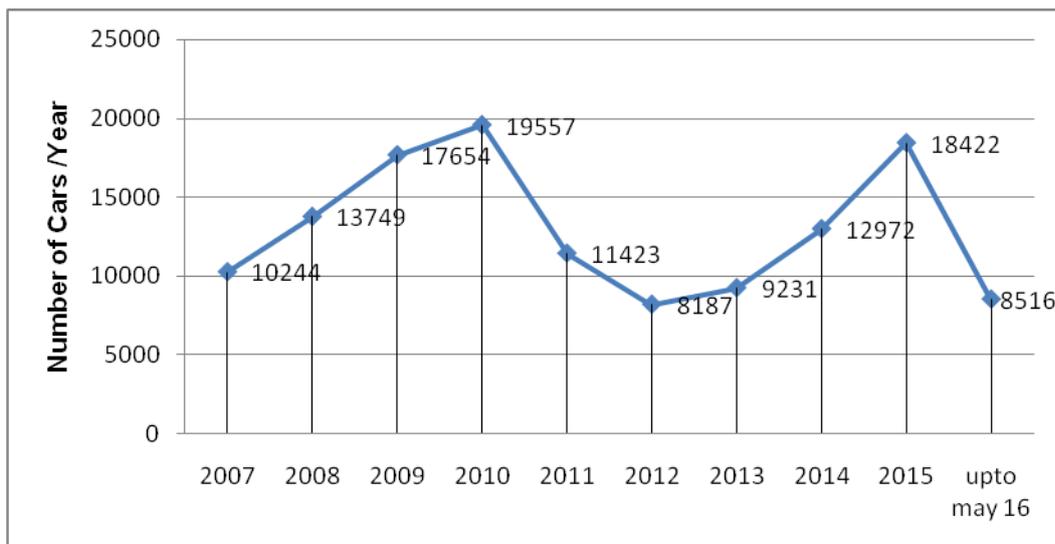


Fig 4.8: Registration Trend of Personal cars in Dhaka city in each year (Source: BRTA, May 2016)

Registration trend of Bus, Mini-bus and Car do not reflect that this city developed as per the need of people

4.3.4 Organizations Providing Transport and Infrastructures in Dhaka City

It is important to know the role and responsibility of public organizations. So that it will be easier to point out the problems and to whom to approach for remedy.

Organizations	Major Functions
Roads and Highways Department	<ul style="list-style-type: none"> Design, construct and maintain roads and bridges on the main road network of the country.
Bangladesh Road Transport Authority	<ul style="list-style-type: none"> Regulatory function of all motorized vehicles. Collections of all types of taxes and fees related to motorized vehicles. Issuing of driving license, route permit etc.
DNCC/ DSCC	<ul style="list-style-type: none"> Maintain and develop city roads, streets, lanes, traffic signals etc. Maintain and repair culverts, drains markets, footpaths etc.
Dhaka Metropolitan Police	<ul style="list-style-type: none"> To ensure smooth flow of traffic, and to take necessary measures against traffic rule violation.
RAJUK	<ul style="list-style-type: none"> Land use control, planning and Development
Dhaka Mass Transport Company	<ul style="list-style-type: none"> Planning, designing, constructing, operating and maintaining the MRT Line-6.
Dhaka Transport Coordination Authority	<ul style="list-style-type: none"> Strategic Transport Planning and Urban Transport Policies; Coordination of transport related activities in the DMA; Public Transport Policies and Guidelines; Coordination of Land Use and Transport Planning in Dhaka City Coordination of all projects mentioned in the STP.

4.4 Experience of Women in the City

In this study, a field survey has been conducted on 200 women and girls of different age groups in various public spaces throughout the Dhaka city such as markets, shopping malls, bus stops, footpath, parks, colleges and universities etc. different age groups to know their experiences of using public spaces in the city. Mainly female student, working women and housewives were considered for this random sample survey. Questionnaires were such that respondents can provide multiple responses.

4.4.1 Problems Faced by Respondents on Transit system

For mega city public transport system is the most important component for city's smooth functioning. Dhaka City hasn't able to develop an organized public transport system yet. Respondents' answers revealed a partial picture of public transport system of Dhaka city. Among the respondents 86% expressed their frustration for severe traffic jam, 78.5 % mentioned that number buses are inadequate and 58.5 said buses are too crowded to get

into. If they manage to get into the bus, 63.5% said that it is very difficult get a place to seat or stand. Stories not end yet, 22.5% respondent complained about “harassment by the co-passengers/driver/conductor, 42% said about unwillingness of going to destination by the Auto drivers, and 7.5% of mugging/snatching of etc.

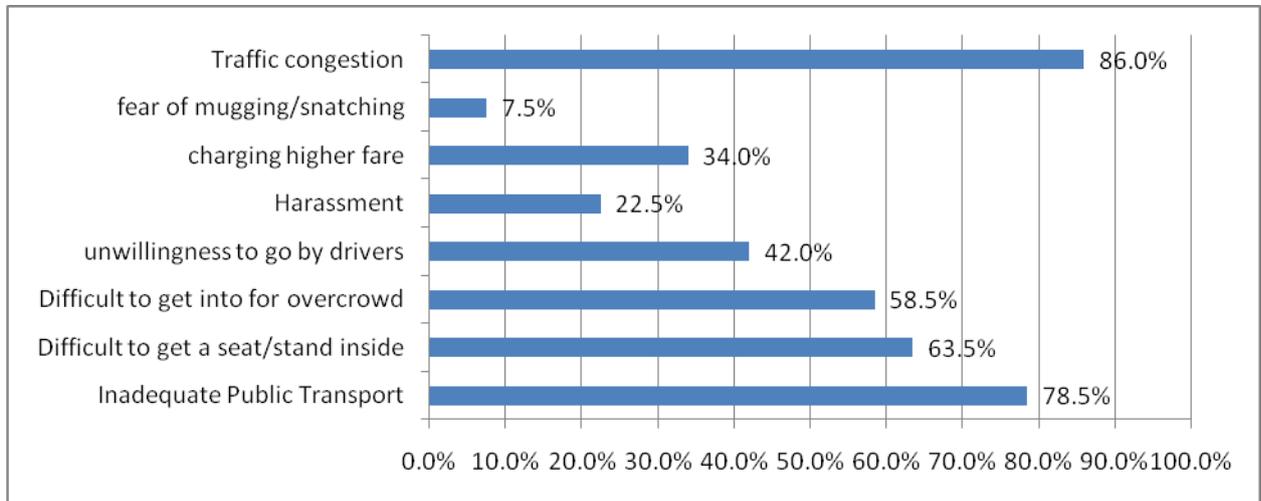


Fig 4.8: Travel Constraints usually faced by Respondents (Source: Field survey, 2016)

4.4.2 Are the sidewalks/ crossing barrier free?

We saw a large portion of trips made by walk in Dhaka City, but footpaths and sidewalks are of very disappointing condition in the city. These are not at all user friendly or barrier free for men and women let alone the children and handicap. Among the respondents 71.5% said sidewalks and footpaths are occupied by construction materials, hawkers, shops, etc, 61.5% identified that footpaths are not sufficiently wide enough. Besides, they also said about footpaths are absent/discontinued (44.5%), absent of proper signage (45.5%), badly designed/constructed (24.5%), footpaths exist but not usable as they are littered with garbage/urine and haven't considered for handicap/children etc

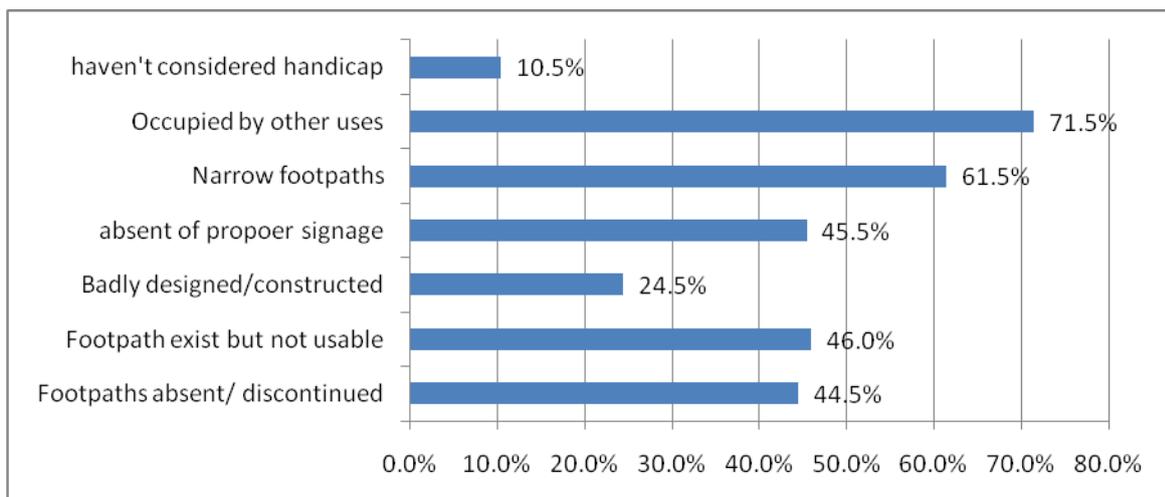


Fig 4.9: Sidewalk and footpaths are not barrier free (Source: Field survey, 2016)

4.4.3 Crossing the roads and Intersections

In all traffic and transportation plans road crossing and pedestrian safety are given priority and importance. In reality, our roads and junctions are not duly equipped with facilities. In the survey, 46 % respondents mentioned about the absence of road crossing facilities like; zebra crossing, foot over or underpass in our roads and junctions. 29% respondents viewed that road crossing facilities are badly constructed obstructing the footpaths or wrongly placed. Violation of traffic rules by drivers and people (17.5%), reckless driving (17%) and bad traffic management, signals or signage contributed 38.5% of answers that resulted fear of accidents among the road 52.5% respondent road users.

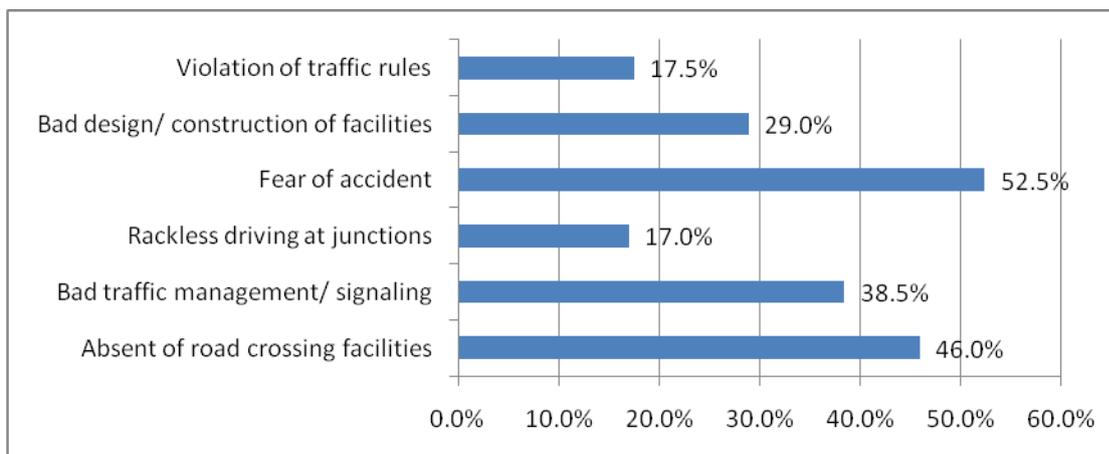


Fig 4.10: Impression of users about road crossing/ intersections (Source: Field survey, 2016)

4.4.4 Situation of Public Toilets

Women are the worst sufferer of the present situation of public toilet in the city. DNCC and DSCC have only 69 public toilets in a megacity like Dhaka which are too far inadequate for more than 12 million people of two city corporation areas. From the field survey it was found that more than 90% public toilets run by the city corporations are unusable due to untidy, dark, insecure and badly designed and placed. They are also insufficient in number and unusable for men let alone women and people with disability.

Locations of Existing Public Toilets in DCC areas

City Corporation	Location of Public Toilets
Dhaka South City Corporation	Osmany Uddan, Nearest of Sishu Park, outer Stadium, Gulistan, Gulistan (New), Kamlapur (Nearest Counter of S. Alam), Kamlapur Railway Station, Motijheel Colony, Nababganj Park, Basir Uddin Park, Hazibag, Shahid Nagar, Nababganj, Azimpur (Near Maternity Center), Court House Street, Babu Bazar, Siddik Bazar, Mazed Shardar Road, Agasadek Road, Kaptan Bazar, Dholaikhal Tempo Stand, Doyagonj, Golapbagh, Sayadabad, (New), Sayadabad (Old), Jatrabari Sayadabad Public Toilet (New), Postogola

	Public Toilet (New), Dhup Khola Physical Exercise field
Dhaka North City Corporation	Uttara Jasim Uddin Road, Uttara Abdullapur, Uttara Alaowl Avenue, Uttara Azampur Bus Stand, Air-Port Station Road Area, Hojrot Sha Ali City Corporation Market, Dhaka Zoo, Mirpur Commerce College, Mirpur 11 No, Tejgaon Truck stand, Hazi Maron Ali Road, Tejgaon, Gulshan-1 (South) paka Market dotala Toilet, Gulshan -2 (North) Paka Market Toilet, Gulshan-2 Kacha Market, Banani Super market Cum Housing Complex Toilet, Mohakhali DNCC Kacha Bazar, Rayer Bazar, Rayer Bazar (Bardem), Kawran Bazar (1), Kawran Bazar Public Toilet (2), Tejgaon Rail Station, Moran Ali Road (Tejgaon), Tejgaon Truck Station, Mohammadpur, Indira Road

Source: Website of DSCC and DNCC

4.4.5 Problems of Public Toilets

Situation of public toilets in Dhaka city for women is very critical and delicate. Number is very inadequate and their locations are not appropriate for the users. 93.5% respondents said that they do not use the public toilets because of many reasons. All the reasons mentioned by the respondents are very valid and serious. As per their opinion, inadequate number said by 95% respondents, insecure 96%, lack of facilities 54%, unhygienic and unusable 91.5%. Only 5.5% respondents use the public toilets with the assistance of male companions.

Table 4.1: Problems of Using Public Toilets

Do you Use Public Toilets in the City?		Respondents	Percentage
Yes		13	6.5%
How?	Alone	2	1%
	With a male's assistance	11	5.5%
No		187	93.5%
Why?	Not clean, unhygienic, not useable	183	91.5%
	Discouraged by Physical condition	36	18%
	Lack of Facilities	108	54%
	Feel insecure	192	96%
	Inadequate number/ not in right place	190	95%
	Lack of separate toilet /restroom	146	73%

Source: Field Survey, 2016

4.4.6 Park, Open space and Play ground

Dhaka city corporation, both DNCC and DSCC, area has 54 registered park and open spaces totaling of 305 acres for its 1.10 crore of people. On an average, every 1000 people will get only 0.02 acres of land for open space which is only 0.80 percentage of the total DCC area. While some of these open spaces are not equally accessible to the citizens as they are used for some other functions other than community use. As one of the fastest growing mega cities, Dhaka has been ranked eleventh most populous city in the world with alarming growth rate of 3.6 percent per year. City's unplanned urbanization has caused serious ecological imbalances that further caused great impact on urban public spaces including urban forestry, parks, playgrounds, domestic gardens, streets, roadside open spaces and urban vegetation etc. Serious lacking of public spaces in the city made Dhaka city unattractive, lowered the livability and damaged the social cohesive among the citizen.

4.4.7 Challenges for women in using park and open spaces

Most of the respondents mentioned about the inadequacy of park and open spaces (87%) in Dhaka city in City and neighbourhood scale, not in the walking distance from home (71%), most of the parks are not regularly clean and not lack of maintenance (67%), about 19% expressed irritation for anti-social activities in the public spaces which resulted 42% women mentioned security problem in park and open spaces and 18% respondents said that some of the parks and playground are denied public accessibility though they are public places. .

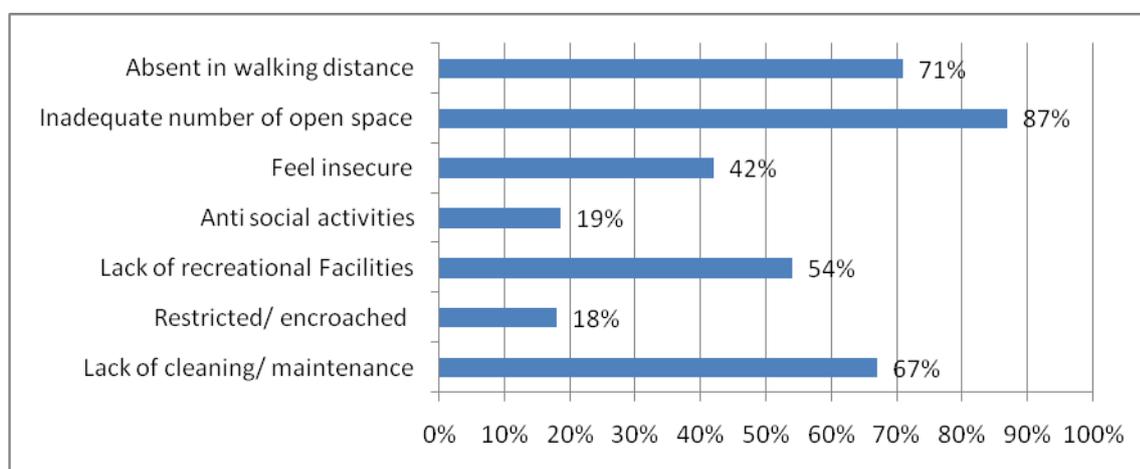


Fig 4.11: Problems in using park and open spaces (Source: Field Survey 2016)

4.4.8 Limitations of Free Movement in the City

This city has a legacy of being developed as a masculine city which contributed in limiting the free movement of women and girls. Three broad reasons came out from the survey; Security, transport problems and lack of facilities for women in the city around. Lack of free movement of women and girls restrict them to exert their full ability and capacity in their

work place. This phenomena deprive them from the right and state deprive by economic loses. There are many reasons that they limit their movement in the city. Majority of respondents (56%) said lack of good transport system discourage them to go out. Besides, 43.5% respondents said that facilities for women are very limited or absent in the public spaces. For security reason, 26% respondent's family impose restriction of going out unless it is urgent, 28.5% try to back home before evening. Women in this city avoid crowd at the same time lonely places.

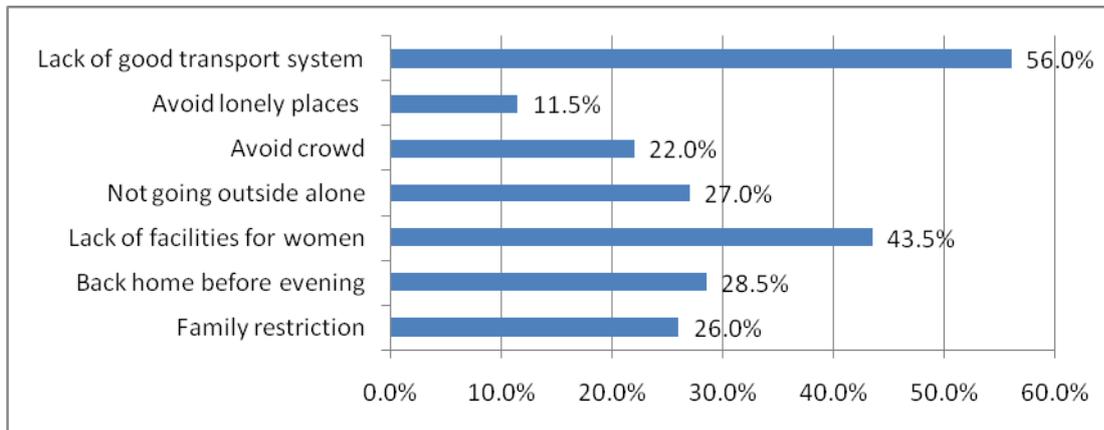


Fig 4.12: Reasons of limiting women's free movement (*Source: Field survey, 2016*)

4.5 Specialists Opinion



Mr. Maruf rahman

Works for Better Bangladesh Trust

“The city structure is not even safe for a young guy. When a young man goes outside, they don’t even know whether they are returning home safely or not. So for women, situations are more complex.”

There is no guideline in plans and policies in 1995- 2015 even in master plan. Though there are provisions for female in the recent National Multi Modal Transport Policy 2013, there has given importance of women equality in 7th five year plan. But there is no specific and sufficient policy or plan strongly supporting women interest.

City mayors the mandate of doing lot of things for citizen especially for the women and can think about women interest, can take initiative for them, but where there is no gross policy or plan, what can be done by discrete initiatives.

In case of public transport facility, there is gap between community and public transport station. One has to come at a distance to catch the public bus. The route from community to public transport mode can be a narrow silent street or path, which is not safe at midday or after evening. So during returning home at evening, the path to home from public transport station, women sometime face difficulties. In public bus, sit allocation for female passengers are only 9, which is illogical to the proportion of percentage women users. Besides, those seats are not solely allotted for women, but also for children and handicapped. In Calcutta, in two side seats, one side is for male and another is for female, male can seat in the female’s seat when it is empty. Separate bus service for women is not logical, women have to be facilitated in the same bus with men. Apart from seat reservation, female even have hinders to ride on the bus. They have to compete physically with men to ride on a bus. Even there is no specific bus stoppages, buses stopped in the middle of road, all male female have to fight to ride on a public bus.

About road safety, there is no specification of traffic speed in local streets or in tertiary roads. People walking along the road can become muddy for a high speedy car is common scenario in the local streets. The width of footpath should be specified according to land use of areas, such as commercial, residential etc. the amenities and facilities along the footpath is necessity for women. Women needs necessary benches, tree sheds, public toilets along footpaths during walking.

About foot over bridge, the whole city can’t be covered by foot over bridge. A city is for all, from foot over bridge perspective, what about physically handicapped, what about persons carrying loads, what about aged persons unable to use stairs. So facilities should be provided at grade. When foot over bridges are being colored and decorated, what about the coloring of zebra crossing, which is basic. In the intersections, when one side vehicles remain stopped, a little amount of space in the front can be kept for pedestrian crossing.

In a nutshell, our city structure is problematic for all persons, when female issues are more

sophisticated.



Professor AKM Abul Kalam

President, Bangladesh Institute of Planners

“For creating socially cohesive communities, public spaces can play a major role of community interaction and social communication.”

The city authorities and their planning and development documents are generally not sensitive to women rights. Sometimes, these documents have certain recommendations, which cannot be directly translated into actions. The city authorities also do not consider their rights seriously, while undertaking city development projects. However, the existing laws of city corporations and pourashavas provide scope for gender sensitive development. Urban authorities can make gender-sensitive plans addressing safety of the women and the girls in their respective towns.

Some public spaces, like the modern shopping malls and markets are relatively safer than others, like roads, sidewalks, footpaths, parks and open spaces. They lack provisions and standards, and public watches on safety and security issues.

Some issues can be addressed through physical planning process and other needs social measures. For examples, separate public toilets and rest rooms can be provided exclusively for women and their accompanying kids in appropriate locations. Some playing and recreational facilities can be made particularly for women. Parks and open spaces should be provided with necessary facilities, women’s needs must be incorporated in the plans and designs of parks and open spaces. Gender sensitivity should be addressed through policies and laws of the urban local bodies. They may launch public awareness campaigns on a regular basis to create increasingly balanced urban communities.



Professor Dr. Ishrat Islam

Head, Department of Urban and Regional Planning, BUET

“Dhaka is a city of wealthy males”

Dhaka city developed not for the poor, women and weaker section of the society. They are merely heard in plan preparation and execution. Public places and transport infrastructures are not gender friendly in nature.



Ar. Jalal Ahmed, FIAB
Vice President, Institute of Architect Bangladesh

“Female architects are entering into the job market, they are more aware about the gender issues in the designs of new public buildings”.

Garments factories, as the largest employment sector in the country, we observe that a large majority of female workers are working side by side with the male workers. As architects, my experience is when we propose introducing worker’s welfare facilities like health check-ups, daycare & breast feeding corners, separate prayer & toilet facilities for the male and female workers in the factory planning, the owners of factories always accept them gladly.

But the major problem is the safety and security issues in public transports and public places for those female employees/workers/student who work long hours outside their home. Therefore, they need to address these gender issues in their planning considerations.



Architect Iqbal Habib
Joint Secretary, Bangladesh Poribesh Andolon (BAPA)

“Our cities are not just. The urban centres were not developed according to the need of the citizen. Democratic spaces don’t reflect the democracy”

Dhaka is an unjust city in consideration to gender sensitivity, age and physical disabilities responsiveness. Its democratic spaces like public spaces, play fields, even the roads are of lack or absent of basic considerations in facilitating these groups.

Footpaths are important component of pedestrian friendly infrastructures. This simple thing ignored while constructing roads and infrastructures There should be the sidewalk-plants, bench and well-planned-underground services along the roads. It should include the facilities like canopy/shed, drinking points, urination places, pedestrian crossing signal etc. Hawkers could be a time basis supplementary part to the whole management. It’s a more immensely important to generate stewardship to its citizen.



Adil Mohammed Khan

Joint Secretary, Bangladesh Institute of Planners (BIP)

“Special care should be taken by government and municipalities for secondary cities in our country for increasing access and opportunities for women in public services and facilities.”

Park or open space design and planning in our cities don't take special considerations for women. For the cases of secondary cities in our country, park or recreational facilities, accessible for women are rarely present. Lack of proper maintenances and absence of important infrastructure facilities for women (like toilet, common room) in the existing park or open spaces are common in our cities. Our development authorities do not even consider about giving extra care in planning and design of facilities considering gender and disability issues.

Vienna city of Austria have showed that gender sensitive city planning can ensure women participation and access in public facilities and services but it needs special attention and care in planning and decision making processes by development and planning authorities. Women view on existing facilities and their suggestions should be heard by urban local bodies and urban planners in the planning and designing of cities. Transport facilities should be increased for women and pedestrian pathways should be more women friendly. Lighting facilities in urban areas should be improved for safe movement of women across cities. Special care should be given in low income settlements in cities for designing spaces for women and their household activities.



5. Suggestions and Conclusion

Suggestions are made in the following levels

- Suggestions for City and community Planning
- Suggestions for Transport Sector
- Suggestions to reduce crime through Urban Design
- Suggestions for Public Spaces
- Suggestions for Public Spaces

5.1 City and Community Planning

Crime and lack of safety in a city harms a city in many ways. It damages the social cohesion and image of the city; hamper the international entrepreneurial spirit of business community which ultimately affects the growth of the city. Although violence in a city is a multidimensional phenomenon, it is evident that well designed and well maintained city improve the physical environment, which can reduce crime. Mainstreaming gender responsive city planning and prioritizing in the city's agenda can significantly reduce crime, women and girls violence in the city.

Sub-Sector	Recommendations
Land use Plan and Policy Preparation	<ul style="list-style-type: none"> • Mainstreaming the gender issue in city planning and adopting gender sensitive policies, proposals in the land use plan. • Ensuring participation of women's organization in the plan/ policy preparation for developing a women friendly city and communities/ neighbourhoods • Detailed Area Plan of Dhaka Structure Plan (2016-35) is now under preparation. Gender responsive strategies must be translated in the DAP (2016-2035)
Engaging Community in the Plan Preparation	<ul style="list-style-type: none"> • Engage and mobilizing the women organizations, community owners associations, cooperatives, religious and educational institutions, NGOs and CBOs in the city's plan preparation and making them a stakeholder of plan implementation will reduce the crime and violence in the city and neighbourhoods. • Making communities as the custodian of community parks and open spaces for protection and good maintenance
Community Roads and sidewalks	<ul style="list-style-type: none"> • Ensuring the sidewalks from public bus station to home are free from obstruction and illegal occupation

Improvement of Informal Housing/ slums

- RAJUK and NHA should take initiatives to improve the informal settlements and slums which will contribute in reduction of gender based crime and violence

5.2 Suggestions for Transport sector

It is necessary to have coordination among the transport plan preparing agency (eg; DTCA), regulatory authority (eg: BRTA), transport operating agencies (BRTC and private operators) and the transport workers associations for ensuring a safe transport system in the city. Proposals are as follows;

Sub-Sector	Recommendations
Plan and Policy Preparation	<ul style="list-style-type: none"> • Mainstreaming the gender issue in the transport plan and adopting gender sensitive policies, proposals in the transport plan • Ensuring participation of women's organization in the plan/ policy preparation for developing a women friendly transport system • Identifying and eradicating the weakness of policies and rules especially incorporating legal provisions in the Bangladesh Road Transport Authority Act 2016 and National Road Transport Act 2016 to ensure the safety issue for women.
Infrastructure project preparation and construction	<ul style="list-style-type: none"> • construction of road, waiting stations, terminals, stoppages in a way that will facilitate all passengers specially women, girls and physically challenged people • Planning and budgeting projects keeping the demand of women and girls • Construction of streets bus stoppages with sufficient lights by the City Corporations to ensure safety • Providing CC camera facilities for continuous surveillance
Awareness Program	<ul style="list-style-type: none"> • Awareness campaign in print and electronic media for equal rights in public transport systems • Gender sensitive programs in public and private domain • Introducing vigilant help line for harassment in the public transport system
Training Program	<ul style="list-style-type: none"> • Training for the officials in public sectors to develop a women-friendly transport system • Training for workers including drivers and helpers in transport sector

Improvement of traffic safety

These involve the so called 3Es, i.e., engineering, education and enforcement.

Mode of Measures	Medium
Engineering	Signage, signalling, intersection improvement, safety facilities, pedestrian facilities, flyovers, parking facilities, and others.
Education	Safety education, safety campaign, Training to drivers and Staffs, Mainstreaming gender by training to the officials etc
Enforcement	Traffic law enforcing, traffic surveillance, traffic control, vehicle inspection

Implementation of Mass Transportation System

Proposals of mass transport of STP of 2005 (3 BRT and 3 MRT) haven't implemented new mass transport proposals (5 MRT and 2 BRT) in revised STP can play a very significant role for all if they are implemented in time as per the plan. They will contribute to reduce traffic congestion, fast and comfortable transport services to the citizen. Women, children, aged people and physically challenged people should be considered while design and construction.

Proposed Mass Transport in Revised STP

Mass Transport	Alignments
Lane 1	MRT of 52 km from Gazipur - Airport - Kamalapur – Jhimill- Pulbachar - Khilkhet
Lane 2	MRT of 40 km from Ashulia - Savar - Gabtali - Dhaka Univ.–DSCC – Kamalapur
Lane 3	BRT project of 42 km from Gazipur – International Airport - Jhimill
Lane 4	MRT project of 16 km from Kamalapur - Narayanganj
Lane 5	MRT project of 35 km from Bulta - Badda – Mirpur Road – Mirpur 10 and Gabtoli Bus Terminal – Dhanmondi –Bashundhara City – Hatir Jheel Link Road
Lane 6	MRT project of 41.8 km from Ashulia - Uttara Phase 3 – Pallabi –Tejgaon – Motijheel - Kamalapur
Lane 7	BRT project of 36 km for Eastern Fringe Area

5.3 Reducing crime through urban designing

In the city or community, women are more vulnerable where streets with insufficient light; areas where few people are watching what is going on, near the vacant plots, dilapidated urban areas, empty streets, areas bordered with high blank walls, large open space etc. Lack

of maintenance of a building or an area encourages crimes and WGV. The “broken window theory⁶” provides evidence that neglected spaces tend to attract a higher number of offences than those that are properly maintained.

Sub-Sector	Recommendations
Urban Designing	<ul style="list-style-type: none"> • The treatment of building façades and other architectural features to create friendly spaces by placement of windows • Restricting of keeping long-high walls as facing the pedestrian routes. • Good maintenance of properties by the private or public ownership • Public spaces should be well lit so that a person with normal vision can identify a face from a distance of about 10 metres. Lighting should be brighter and there should be more of it in car parks, building entrances or access paths to public transport stops and stations. • Orientation of buildings, placement of entrances, windows, parking areas and pedestrian networks, and ground floor uses can increase “eyes” on the streets, sidewalks and public spaces. • Underpass and overpass or foot-over bridges should be featured with sufficient lights and CCTV. Unsafe routes should be discouraged and clearly signaling alternative routes. • Sharp corners, walls, pillars, fences, and mature landscape and other blind spots can make people feel unsafe. Designing with visibility in mind should anticipate these and other possible obstacles

5.4 Suggestions for Public Toilets

As per the local government Act 2009 City Corporation is the only public sector organization for providing sufficient number of well-lit and clean public toilets in the city. In this endeavor city corporation can work with the NGOs and community in partnership.

Sub-Sector	Recommendations
Public Toilets	<ul style="list-style-type: none"> • Increasing the number of public toilets with rational distribution in the city. Specially in the bus and rail stations, bazaar and markets, major nodes of the city, major thoroughfares • Should be in a visible and well accessible place

⁶ The broken windows theory is a criminological theory of the norm-setting and signaling effect of urban disorder and vandalism on additional crime and anti-social behavior. The theory states that maintaining and monitoring urban environments to prevent small crimes such as vandalism, public drinking, and toll-jumping helps to create an atmosphere of order and lawfulness, thereby preventing more serious crimes from happening.

- They should be well maintained (clean and sufficient light) and secured
- City corporations need to build sufficient number of public toilets keeping provisions for women and people with disability. It may take time to build new public toilets as both Dhaka City Corporation have spatial constrain. Meanwhile, the toilets of service provider organizations and commercial organizations can be used as public ones. For example, City Corporation can take initiatives to ensure toilets of shopping complex, educational institutions, hospital, various government office, playgrounds and parks to be used as public toilets.

5.5 Public Spaces, Park and Open Spaces

Sub-Sector	Recommendations
Public Spaces, Park and Open Spaces	<ul style="list-style-type: none"> • Illegal occupation on the park and play ground must be stopped by DNCC/DSCC, PWD and other agencies with collaboration of citizen. • Create new park, open spaces and play ground in city and neighbourhood scale to increase the stock of public spaces. • Sensible design and development of riverfront Buriganga, Turag, Balu and Shitalakkha will save rivers and can be used as open spaces. • Strict implementation of “Park, open space, water bodies conservation Act 2000”. • Implementation Detail Area Plan (DAP)

Community Level Playground and playing Lots through participation

Sub-Sector	Recommendations
Public Spaces, Park and Open Spaces	<ul style="list-style-type: none"> • Planning and development of playground should be on ward basis. In this connection local ward office should take the lead of its use and maintenance with the help of local community organizations. • At least one playground should be in a ward for ladies. In this case playground of girl’s school or college should be considered to be open for all female users. • Playgrounds of school and colleges should be accessible to the community people beyond the school hour. School can charge a minimal charge for its maintenance. • List of playground and their map should be placed in the various point of the ward with the citizen charter to establish the right of the people. It will reduce the tendency of illegal occupation of playground and

inappropriate use of it other than sports.

- Develop playground by acquiring land where playground is very limited or absent. A ward commissioner can take such initiative during his/her 5 years tenure. In this case government khash land can be used to develop playground.

5.6 Gender Responsive Project Management

Few amendments in the project cycle can also contribute gender based violence in the urban planning development. Mainstreaming gender sensitivity is necessary in every stage of project cycle starting from project initiation to project implementation, monitoring and evaluation. It will ensure gender responsive urban planning and development.

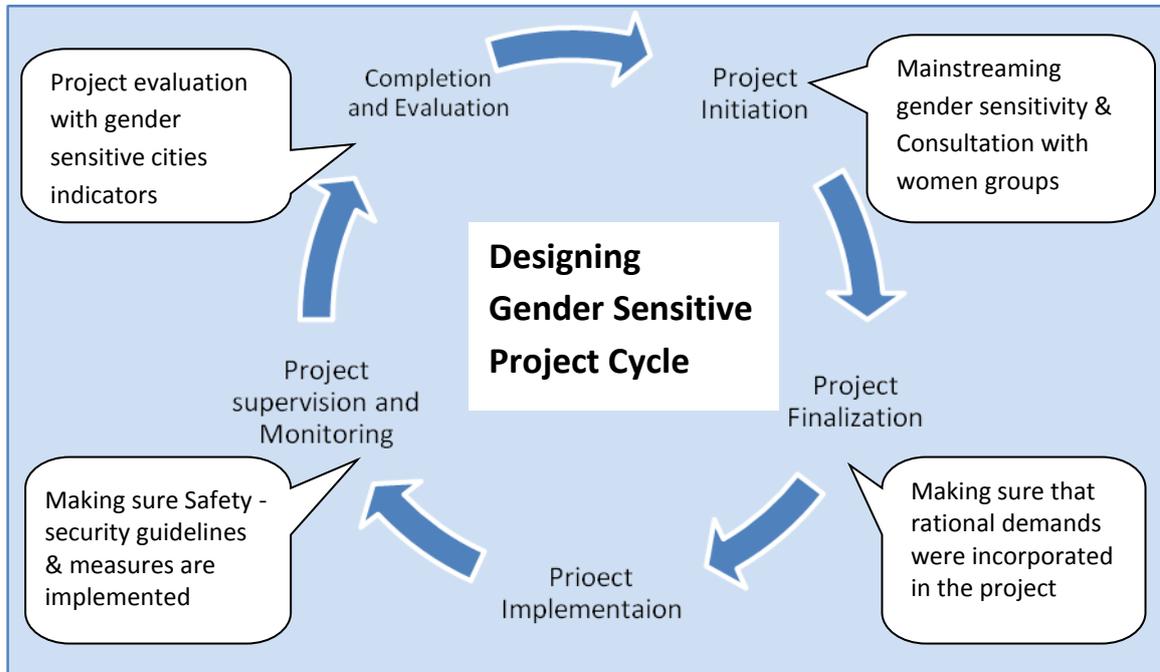


Fig 5.1: Incorporation Gender sensitive issues in the project cycle (Author’s Illustration)

Mainstreaming gender issue in the project life cycle in the following way:

Project Phase	Recommendations
Project inception and designing	<ul style="list-style-type: none"> • Mainstreaming the gender issue in the conceptualization of the project in the initial stage and ensuring women organization views
Project Implementation	<ul style="list-style-type: none"> • Safety security measures from the gender perspective mentioned in the guidelines to be implemented in the project
Project monitoring and evaluation	<ul style="list-style-type: none"> • Project should be evaluated with the gender sensitive indicators to ensure that city is getting its gender responsive form.

Conclusion

Although no silver bullet will eliminate the gender discrimination in the city, a combination of efforts from the urban planning organizations, law enforcing agencies and, importantly, education and public awareness can significantly improve the present situation of urban areas of Bangladesh. Mainstreaming gender in the plan preparation and project implementation, considering the need of women and girl's, urban design gender sensitive infrastructure and public spaces can hasten the process of building gender responsive city.

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