

GENDER SENSITIVE DESIGN

**How city planning
and design impacts on
gender equality**

**Nicki Williams
Landscape Architect**

Gender Sensitive Design

1. Why do we need to worry about gender sensitive design?
2. Gender data and its impacts on our use of the city.
3. How can these impacts be addressed through planning and design?
4. What next?

Why do we need to worry about gender sensitive design?

NZ's International Commitments

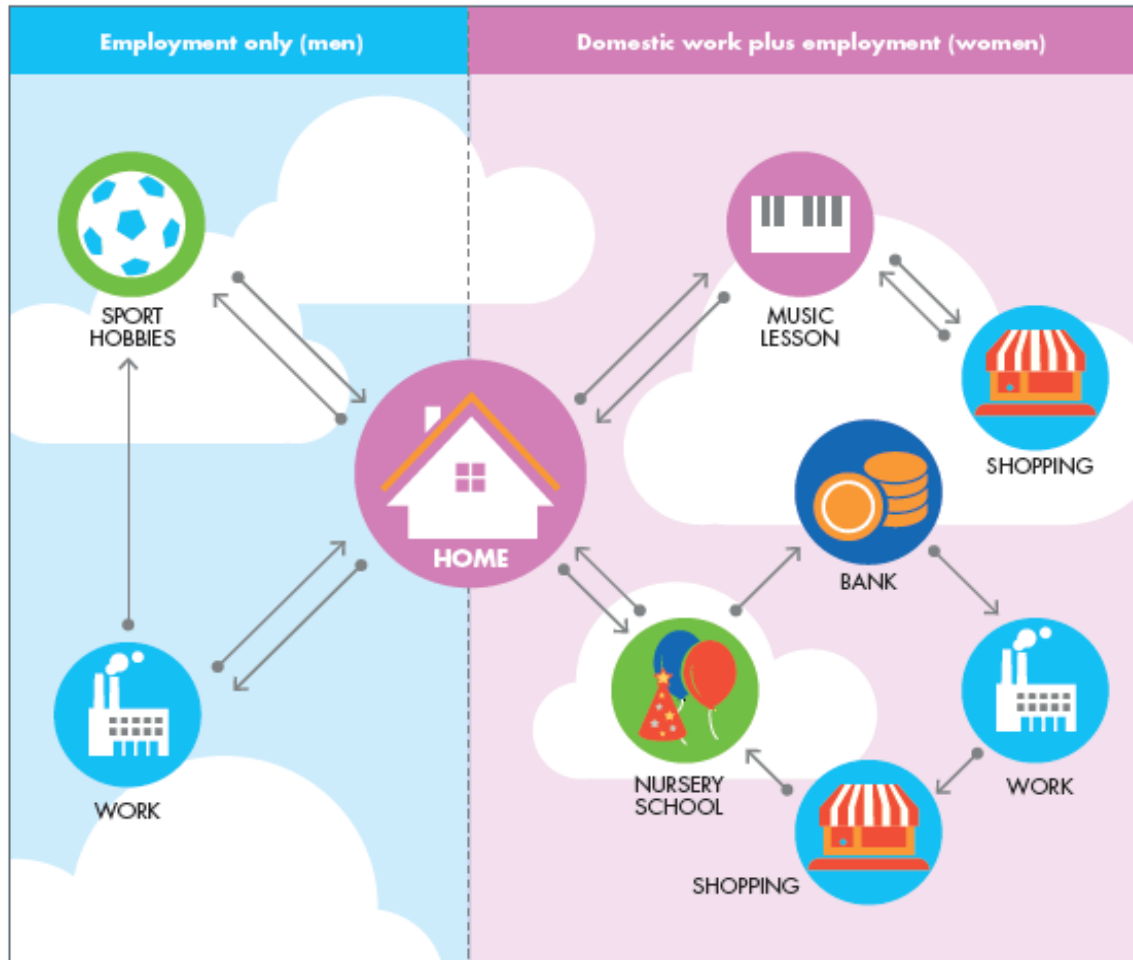
Convention on the Elimination of All Forms of Discrimination Against Women

- The principal international instrument on the rights of women
- Signed and ratified by New Zealand in 1985

United Nations Sustainability Development Goals

- SDG 5 – Gender Equality

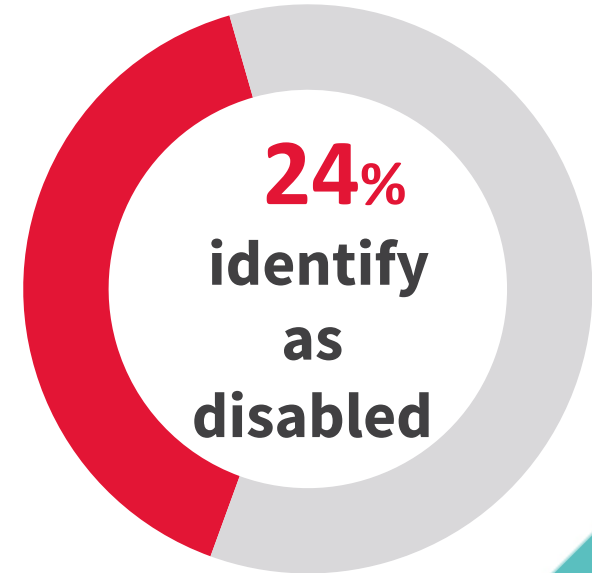
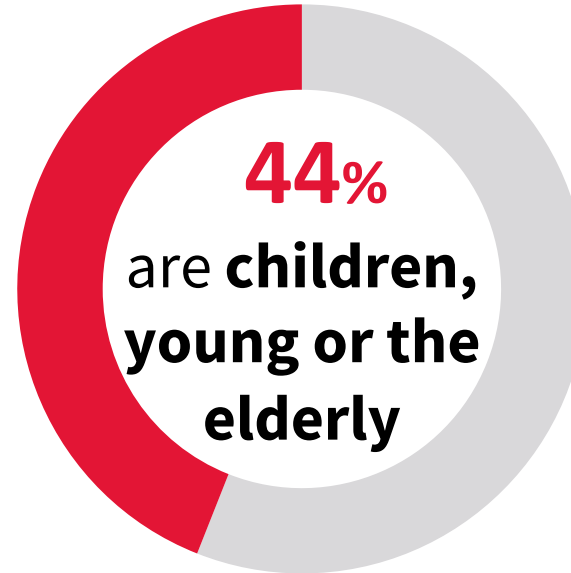
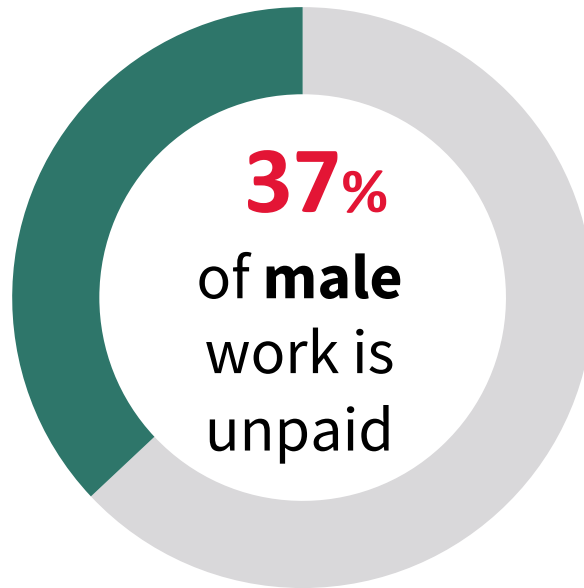
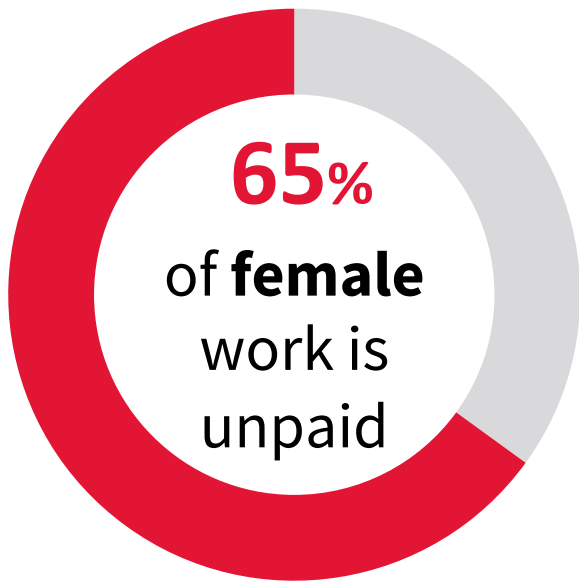
Different genders have different needs



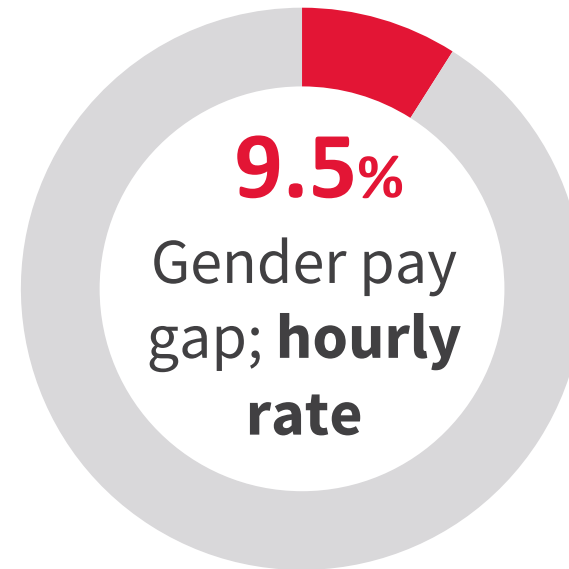
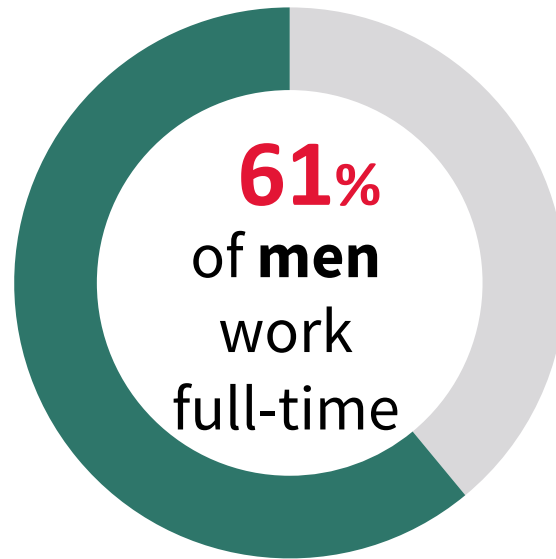
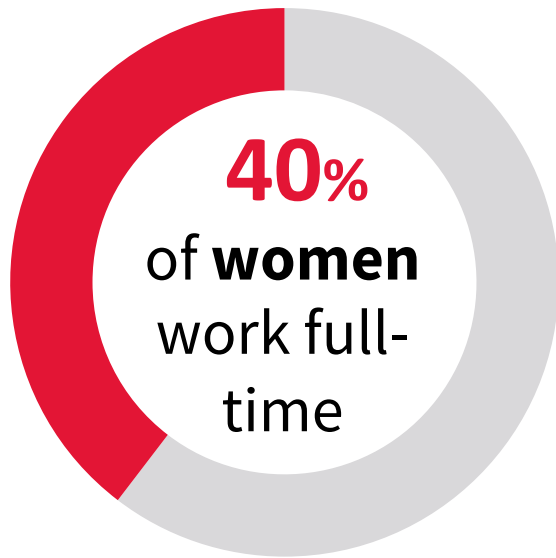
This is an example of a two parent household where one works full-time and the other works part-time as well as undertaking the (unpaid) household tasks.

What circumstances result in these varying needs?

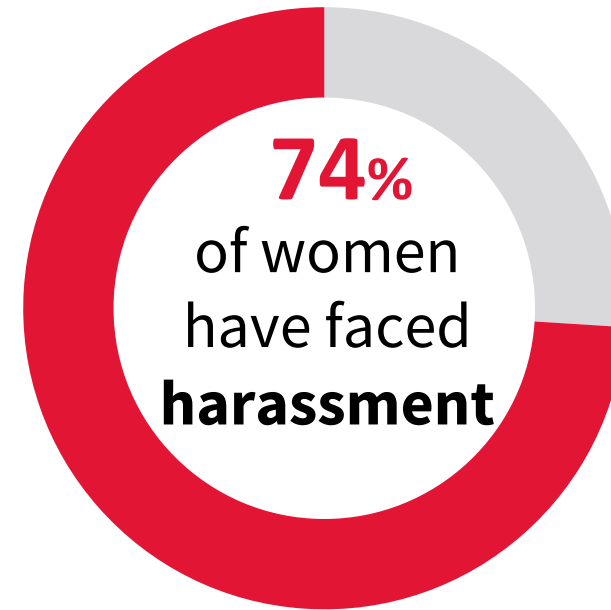
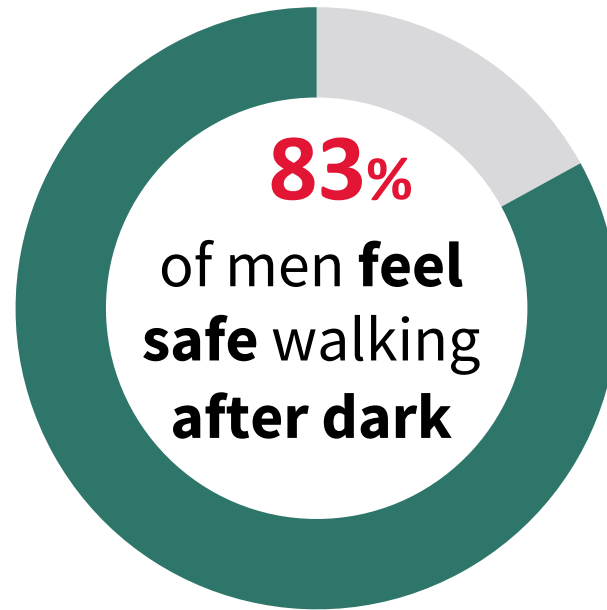
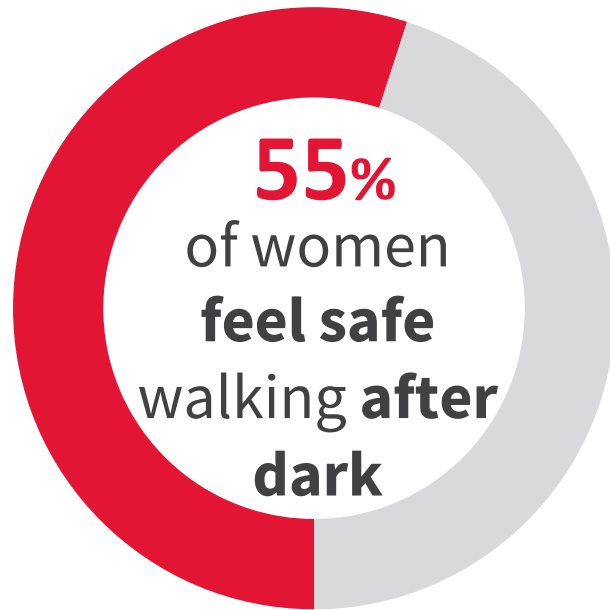
Women do the majority of unpaid care work



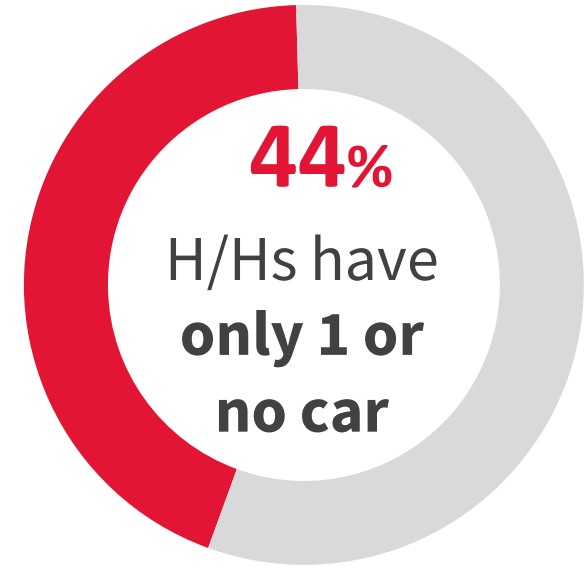
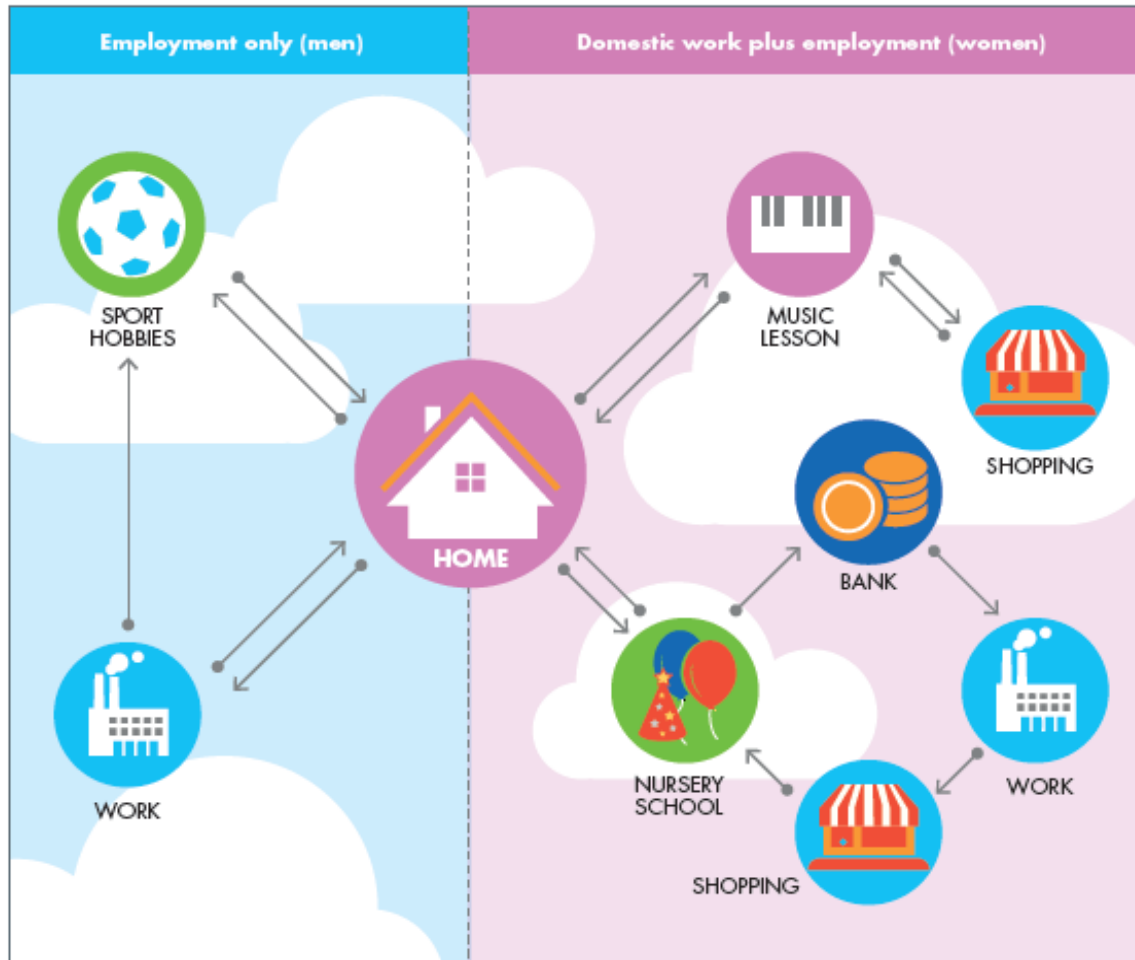
Women are more likely to do less paid work and women get paid less than men



Women and girls have different fears when moving around the city

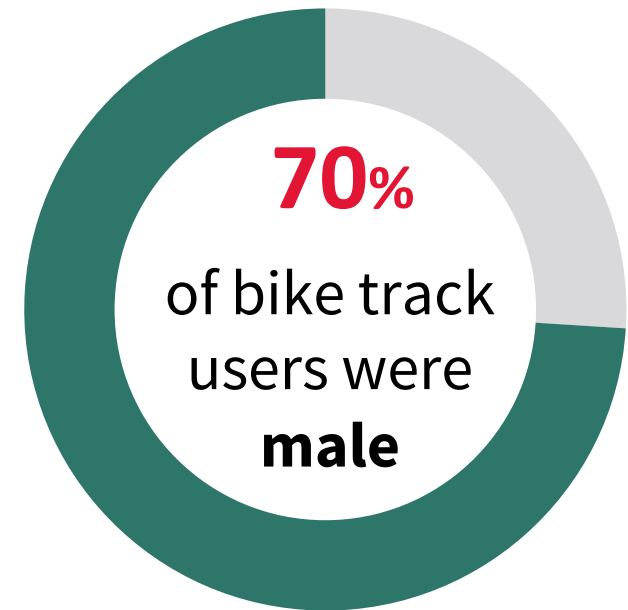
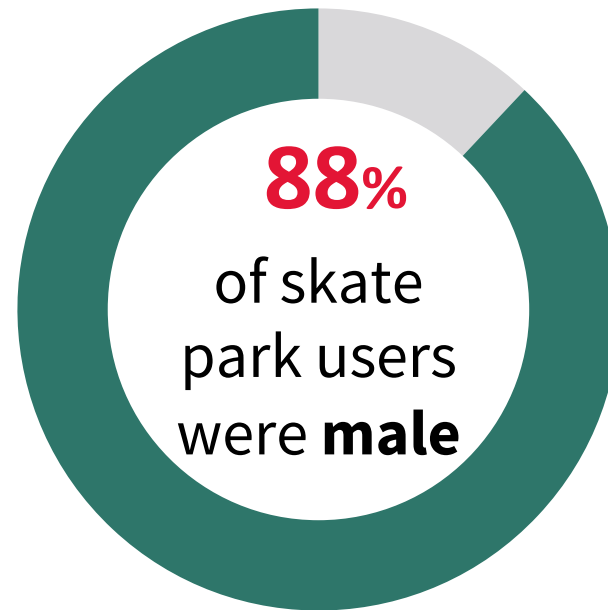


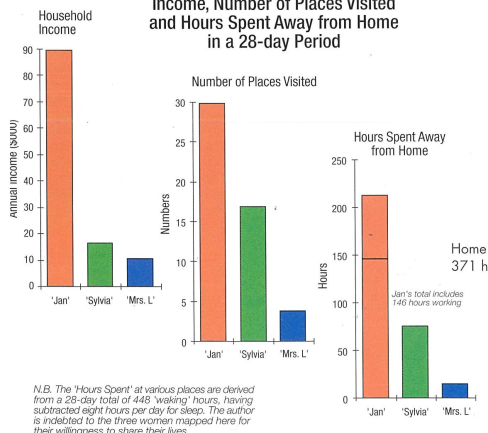
Women and girls have different barriers to moving around the city



Source: EU Civitas Policy Note "Gender Equality and mobility: Mind the Gap"
NZ Quality of Life Survey, 2018

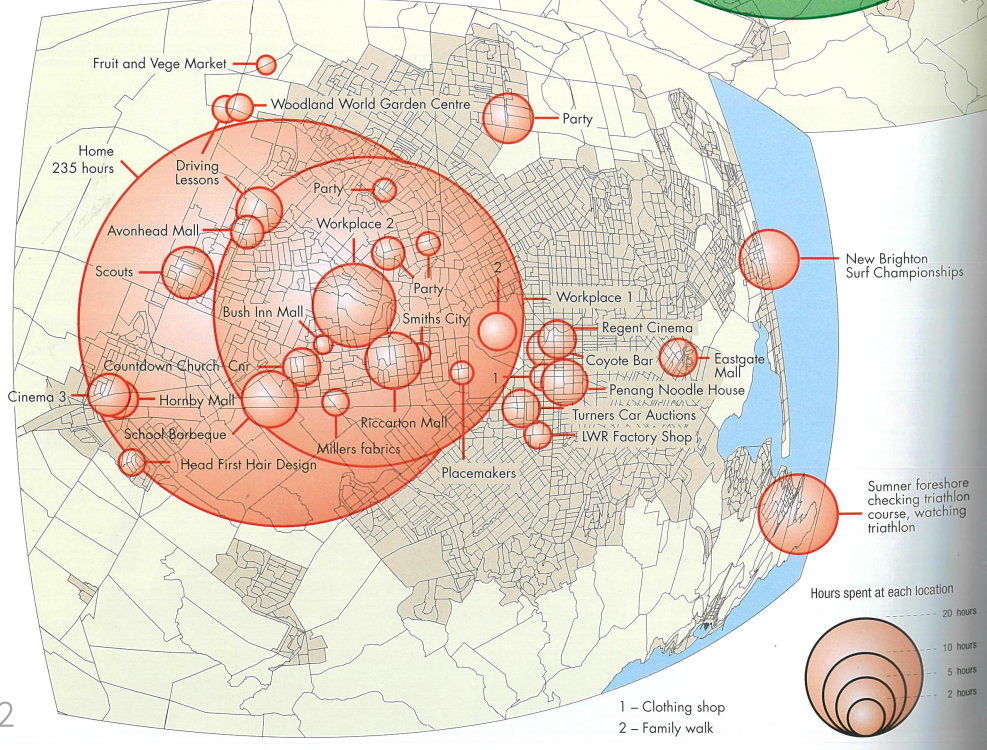
Women and girls enjoy different activities and use spaces differently.



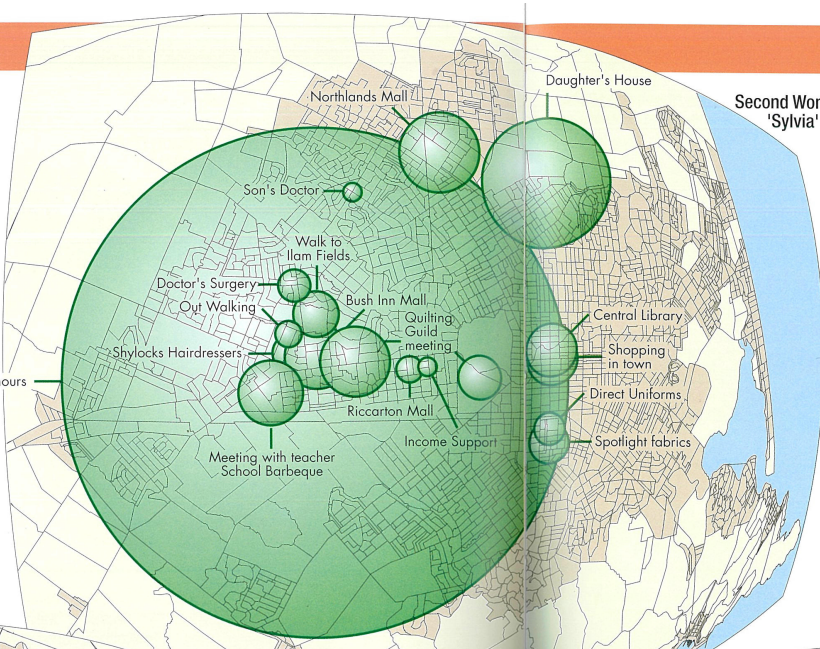


N.B. The 'Hours Spent' at various places are derived from a 28-day total of 448 'waking' hours, having subtracted eight hours per day for sleep. The author is indebted to the three women mapped here for their willingness to share their lives.

First Woman: 'Jan'



Second Woman: 'Sylvia'



The experience of living in the city is quite different for different people, depending on a number of factors — not all of them geographical. A brief exploration of the movements of three Christchurch women over a 28-day period helps uncover the socio-economic constraints which limit the ability of women to make use of the amenities offered in a city.

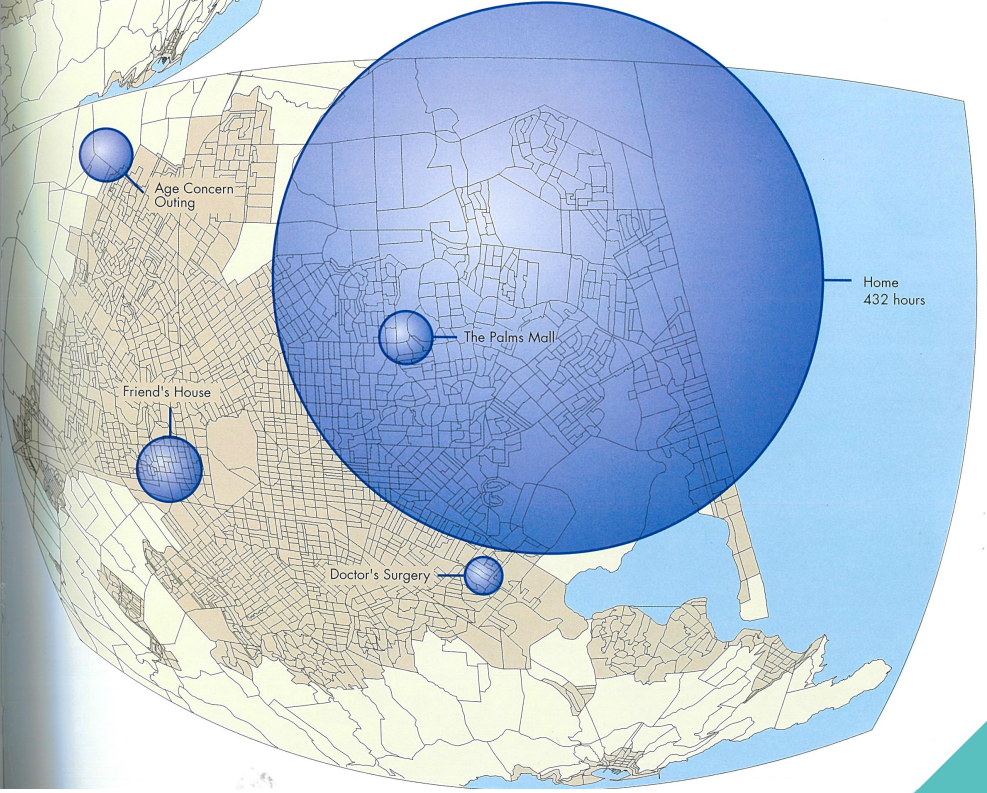
'Jan', the first woman, is in her mid-thirties, married with two children. She works part-time as a librarian's assistant. An annual household income of around \$90,000 allows her relative freedom of movement about the city, as well as providing an adequate disposable income to take advantage of a variety of consumer options. The major constraint on her activity is the needs of her teenage daughter, who does not yet drive (though she is having driving lessons, and looking to purchase a car). 'Jan' spends much of her time driving her daughter to and from activities, such as triathlons and parties. Ready access to transport means that 'Jan' is able, for example, to shop for fresh produce at a specialist store, and she can take advantage of what the different malls offer. Finally, their financial situation allows her and her partner to visit restaurants, bars and the cinema.

The second woman, 'Sylvia', is in her mid-fifties. Twice-married and with four adult children, she now lives without a partner but with her adopted thirteen-year-old son. Because of the dependency of her adopted son (who suffers some

impairment due to injuries sustained in an accident) 'Sylvia' has been unable to work, and receives state assistance amounting to about \$17,000 per annum. She cannot afford to own a car, so is forced in the main to use amenities within walking distance of her home, or to take the bus when she wants to go to 'town' or the Central Library. Another daughter lives a few kilometres away, so 'Sylvia' is able to go shopping once a week with her daughter at a mall some distance from her home. The limits of her lifestyle do not allow her much freedom outside school hours.

'Mrs. L' is the third woman. She is a widow of about seventy years of age, and resides with her youngest daughter and son-in-law. She lives a house-bound life, dictated by an immobility linked to heart problems, failing eyesight and a series of small strokes. 'Mrs. L' has never learned to drive a car, and is now not able to make use of public transport. She therefore depends on others (her daughter, Age Concern) to take her on outings. Her income is a superannuation of about \$11,000 per annum. 'Mrs. L's typical day consists of sitting in her chair listening to the radio in the mornings and watching television in the evenings, interspersed with a number of household tasks she is still able to perform. She receives regular visits from an out-of-town daughter and a son, and has her hair done at home once a week by a friend.

Third Woman: 'Mrs. L'



Summary of gender data and its impacts

	Transport choices	Access to public space	Physical activity	Earning ability	Level of independence
Unpaid work	✓	✓	✓	✓	✓
Pay gap	✓		✓	✓	✓
Safety	✓	✓	✓		✓
Barriers	✓	✓	✓		✓
Different activities		✓	✓		

How can these impacts be addressed through planning and design?

Cities can and should be designed for everyone

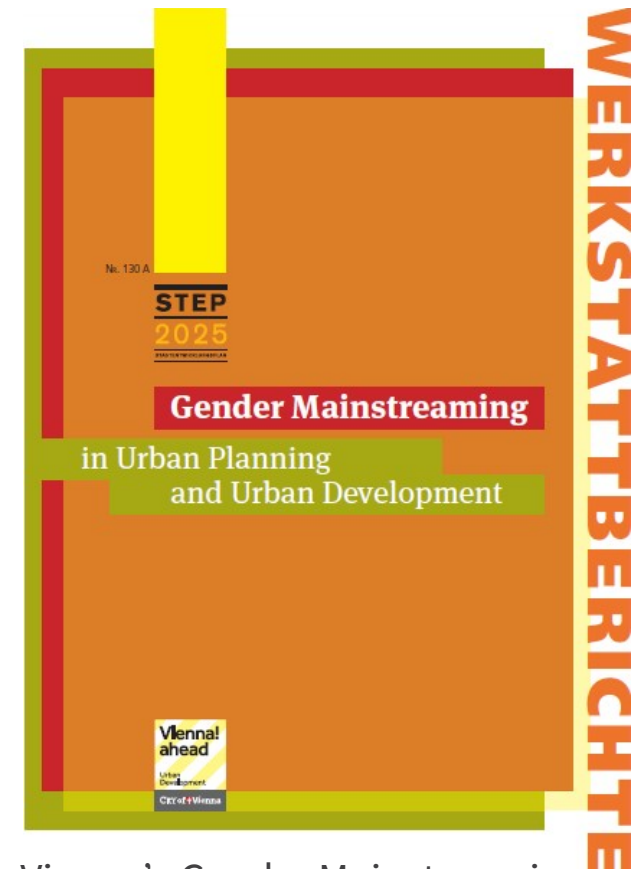
“Cities have the capability of providing something for everyone, only because, and only when, they are created by everybody”

Jane Jacobs, *The Death and Life of Great American Cities*.

What is Gender Mainstreaming?

It involves **applying a gender lens** to all policies, planning, budgeting decisions and design projects.

Vienna, Austria has been practicing it **since 1992** when the Women's Office of the City was set up.



Vienna's Gender Mainstreaming Urban Design Guidelines

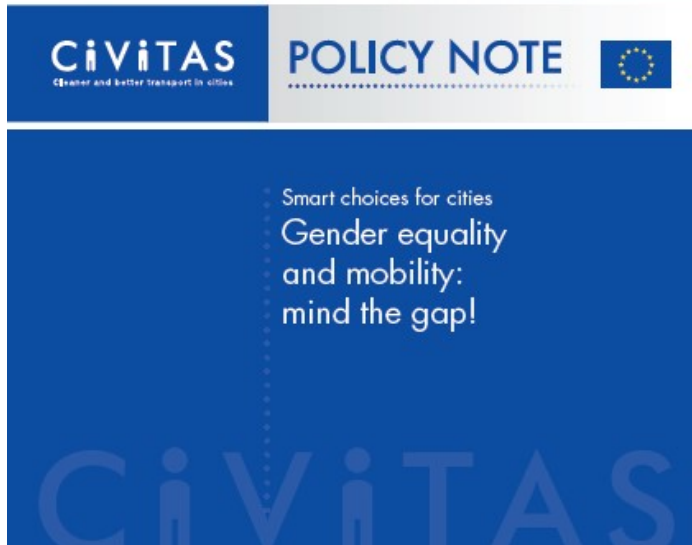
Urban Design - Women focused housing developments and city of short distances



Aspern Seestadt, Vienna. Photograph: Daniel Hawelka for Seestadt

Explicitly family-oriented design with specific emphasis on taking women's needs into account in its planning.

Transport - Gender equality & mobility



- Policies should support women's mobility needs
- Improving accessibility, safety and comfort are key
- Women are more likely to adopt sustainable travel

Transport – Flexible services



Female only parking spaces



Pink women only taxis being widely implemented

Transport – On-demand buses



Timaru MyWay on demand bus service

Separated cycleways



Bad gender design



Good gender design

- Women with children are 60% less likely to bike
- 41% of ChCh cyclists are women
- 9% increase of female cyclists following major cycleways

Source: Beyond the Bicycle, Caroline Shaw 2020
Christchurch City Council, 2020

Public Parks – Vienna



St. Johanns Park, Basel. Image © www.wien.gv.at



Bruno Kreisky Park – © BV Margareten

Public Parks – Sweden



The opening of the Asllani Soccer Court, Sweden



Public Parks – New Zealand



Auckland skateboarder bullied out of sport says 'girls belong in skate parks too'

TORIKA TOKALAU · 08:24, Jul 15 2019

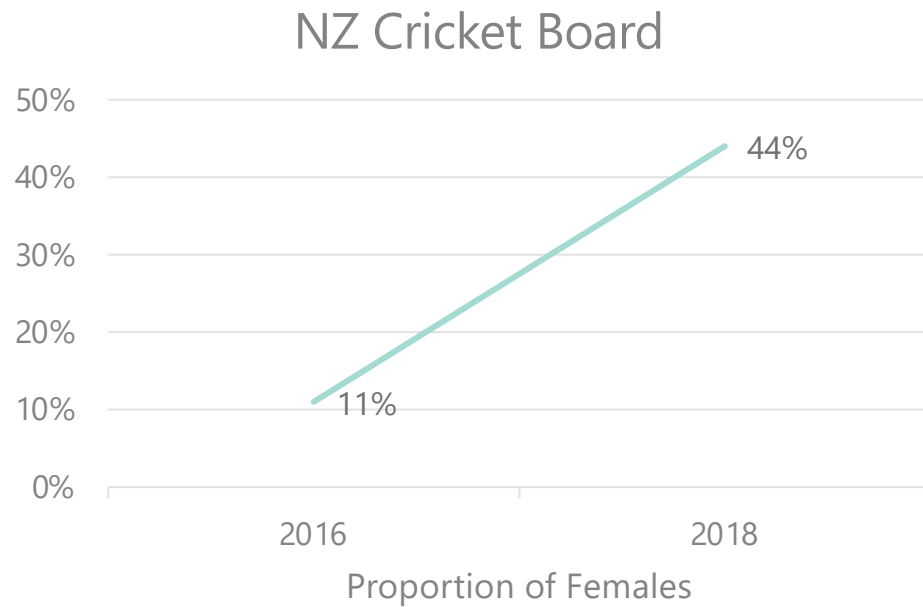


Determined to change attitudes, she's now running free beginner sessions for girls to help them succeed in the sport.

She was shoved at a North Shore park just two months ago by a man who didn't agree with her being there



Sports and Recreation – New Zealand



Gender Mainstreaming Urban Design & Planning Guides

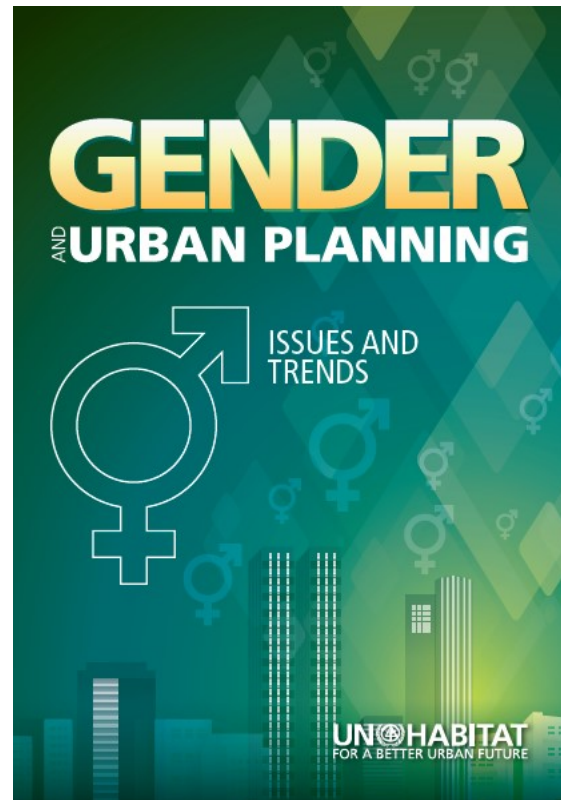


Welcome to Bringing Gender In

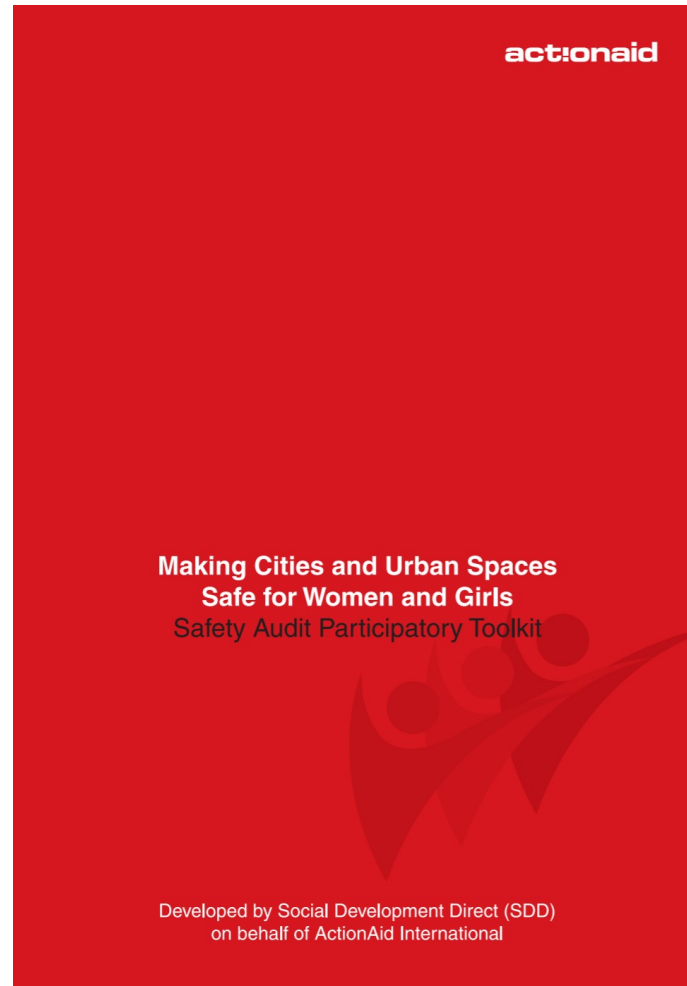
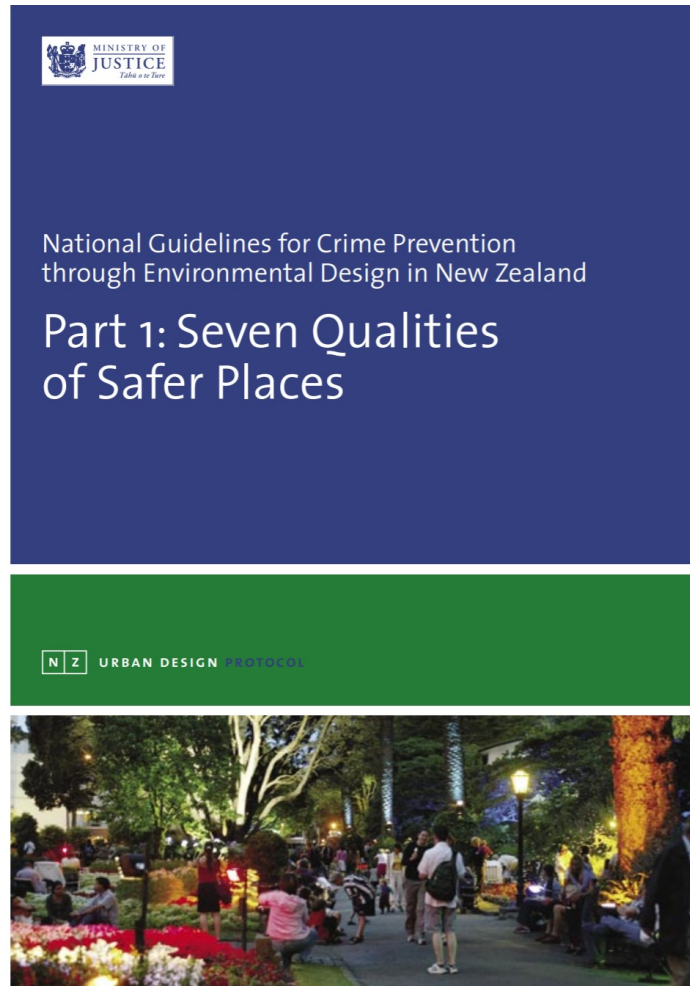
Use our gender analysis tool to help you explore the gender impacts of your policy.

Start using the tool
1. Bringing Gender In at the start

2: Bringing gender into the policy issue	3: Bringing gender into the policy options	4: Bringing gender into engagement
5: Bringing gender into implementation	6: Bringing gender into monitoring and evaluation	7: Bringing gender into a Cabinet paper



Safety – Crime Prevention Through Environmental Design (CPTED) and Women’s Safety Audit Tool



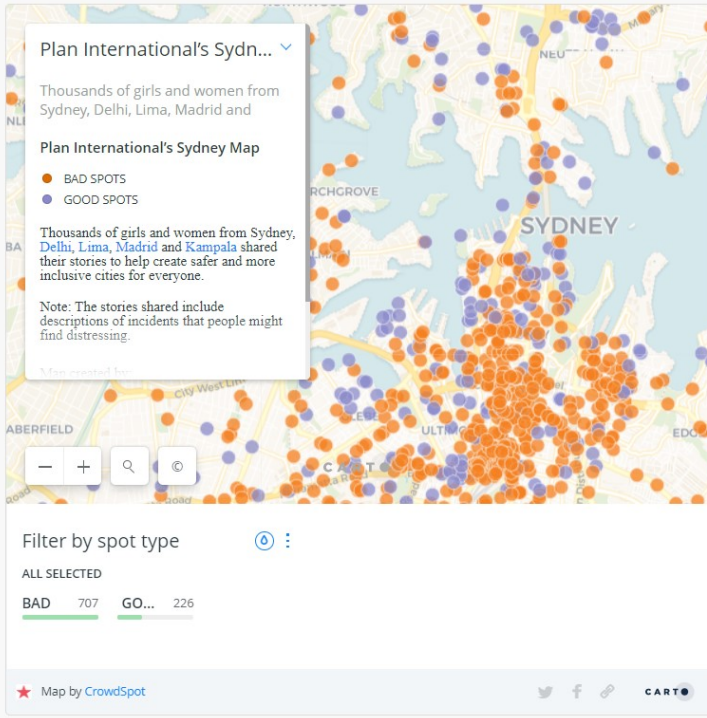
Digital Safety Audit Platforms

FREE TO BE MAPS

WHAT GIRLS FROM SYDNEY, AUSTRALIA HAVE TO SAY ABOUT THEIR CITY

Explore the map below or [click here to open the maps in a new window.](#)

Delhi Kampala Lima Madrid **Sydney**



GIRLS' SAFETY WALKS

IMMERSIVE EXPERIENCES

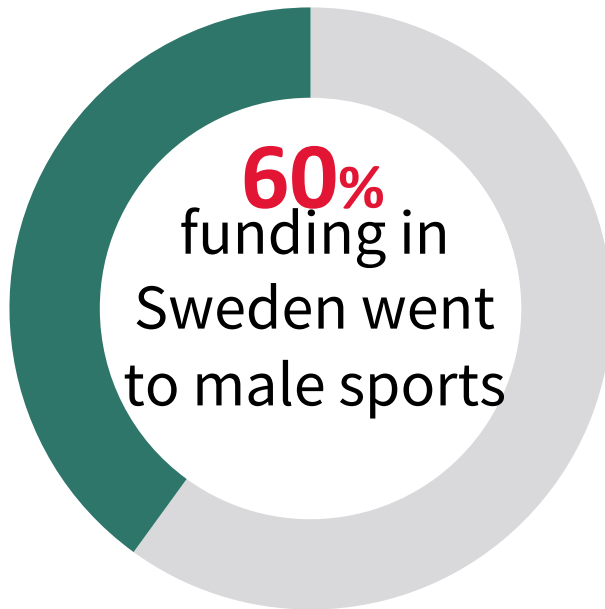
As part of the Unsafe in the City report launch in Sydney, we facilitated a young women-led Girls' Safety Walk on International Day of the Girl 2018.

Our youth activists took key stakeholders on an immersive walk around the city, looking at 'hot spots' and leading activities based on the data and young women's stories.

These walks give planners, decision makers and local leaders a glimpse into the experiences of girls and young women as they move around our cities. By drawing attention to the themes from the Free to Be data in a practical way, it helps participants identify how their work can influence the experiences of women and girls.



Funding and Budgeting



Gender Budgeting: Step-by-step toolkit

Guidance for mainstreaming gender into the EU Funds

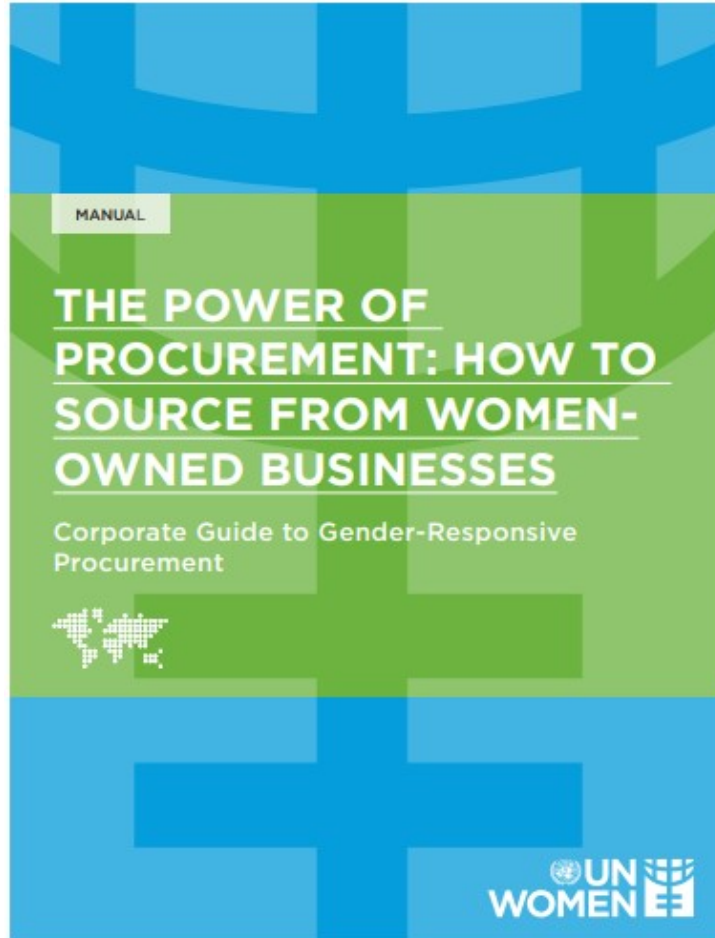
This step-by-step toolkit aims to assist managing authorities in the European Union to apply gender budgeting tools in the processes of the European Union Funds under shared management (from here on EU Funds).



Why gender budgeting? →

Practical tools and examples →

Procurement Policy & Processes



- Vienna housing development example
- Diversity of views and experiences
- Planning & designing a city for everybody

Summary of how gender impacts can be addressed

As these examples illustrate, gender mainstreaming needs to be applied across all functions at both central and local government levels right through to private developments. This includes:

- Policy & strategy
- Urban design
- Public safety
- Transport services
- Public spaces
- Funding and budgeting

What next?

What does this mean for planning and design?

- Collect additional information to fill gender data gaps for the full spectrum of genders;
- Incorporate gender mainstreaming into all planning, design and implementation;
- Explicitly build gender equity into strategies, policies and master plan documents;
- Develop, implement and promote local gender mainstreaming guidance documents and assessment criteria;
- Apply a gender lens to funding and prioritising of project delivery;

What does this mean for planning and design?

- Implement gender budgeting and apply a gender lens to funding and prioritising of project delivery;
- Embed gender equality into procurement policies and processes, decision-making and service delivery;
- Actively educate, advocate and promote gender mainstreaming through all professions

Nicki Williams
Landscape Architect
Christchurch City Council

Nicki.Williams@ccc.govt.nz