



Streets for mainstreaming women's access and mobility in cities

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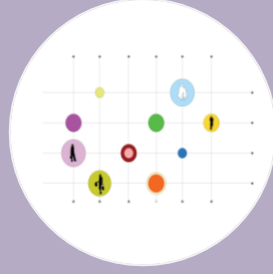
Principles



Safety and security



Universal accessibility



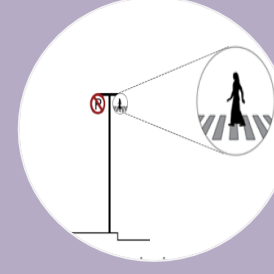
Mobility &
proximity of care



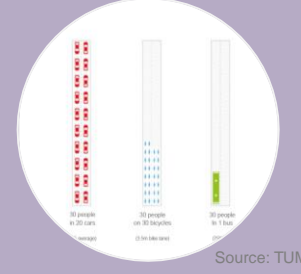
Environmental
sustainability



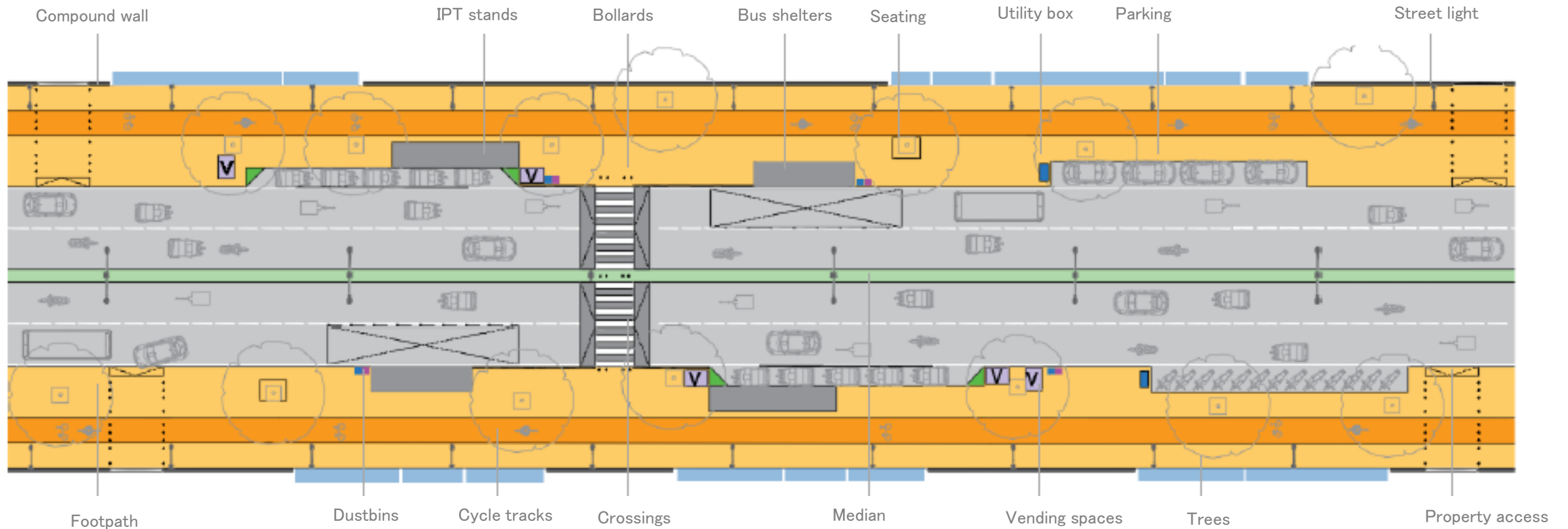
Informal economy



Behaviour change



Source: TUMI



Street network, land use and transport integration

City core

Central business
area

Predominantly
commercial
area

Predominantly
residential
area

Peri urban area

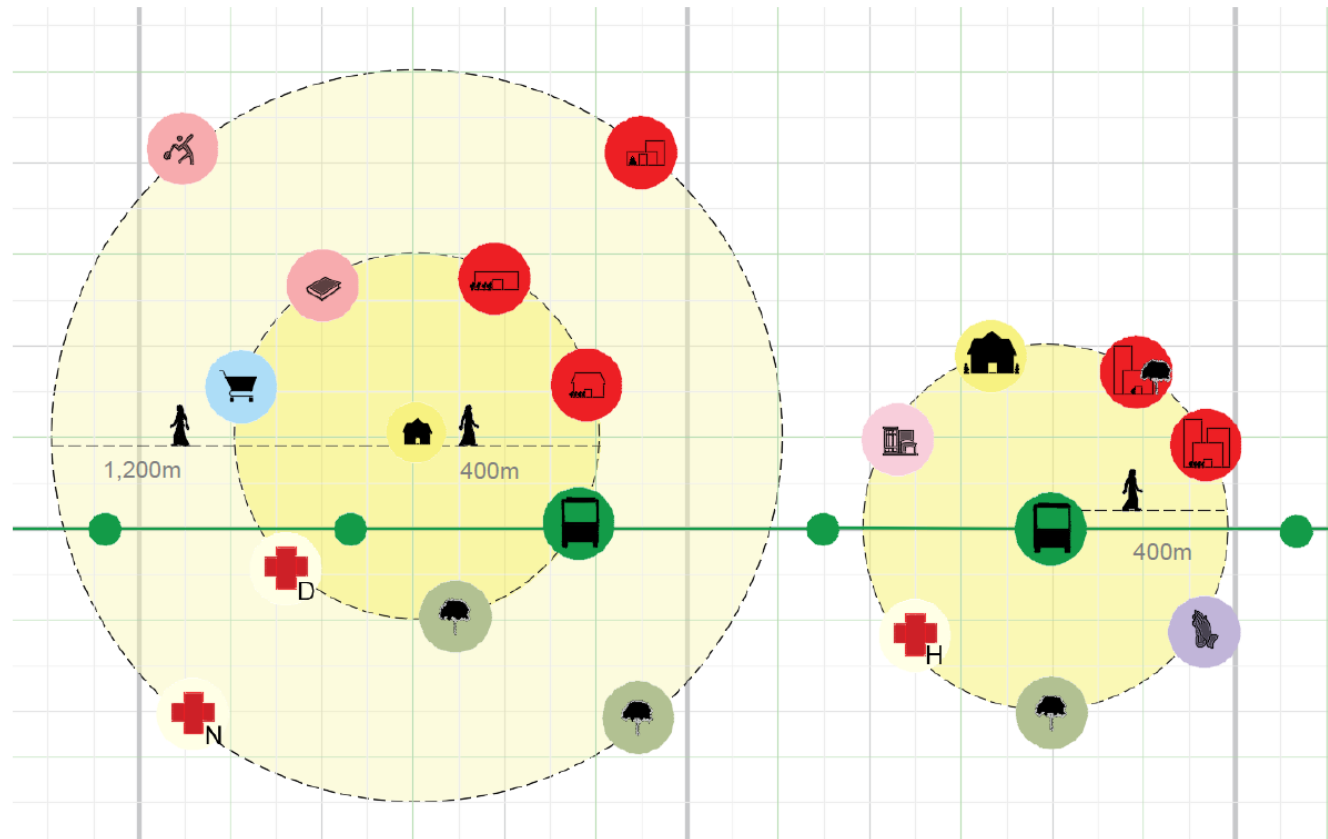
Special
neighbourhoods

Non motorised transport
streets

Local streets

Intermediate streets

Major streets



5 minutes walking
distance



Anganwadi



Secondary school



Community hall/ library



Local market



Dispensary



Neighborhood park



Public transport

10 minutes
walking distance



Integrated school



Nursing home, poly clinic



Community park



Recreation club

5 minutes walking distance
of frequent public transport



College



University



Convention center



Religious center



Hospital



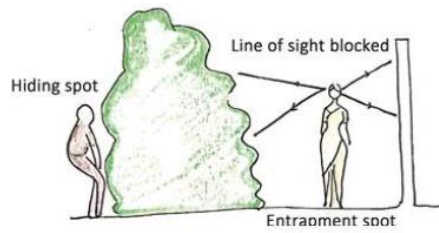
District park



Working womens hostel

Elements of street design

Blind corners and dead spaces



Clear sightlines



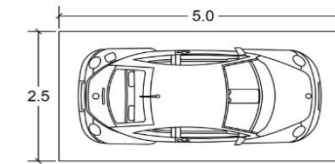
Visibility



Off street parking for goods vehicles

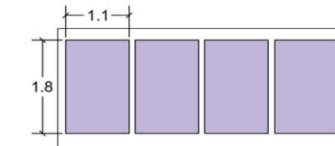
Street vending

Benefits of street vending over street parking



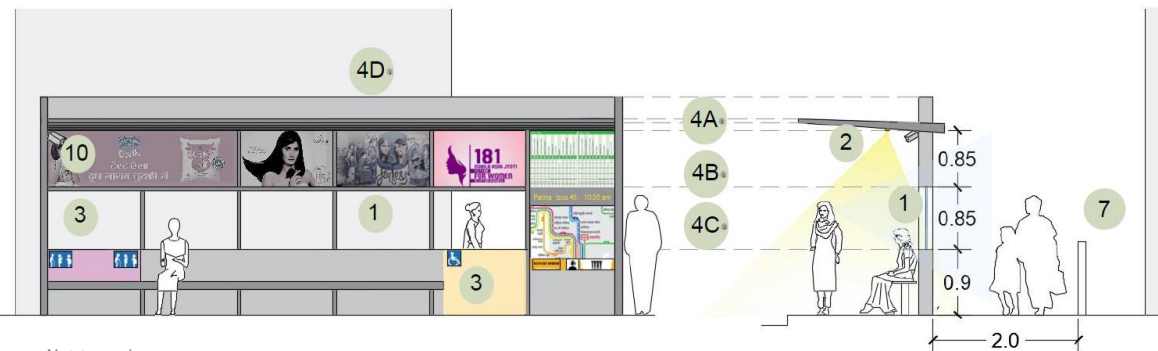
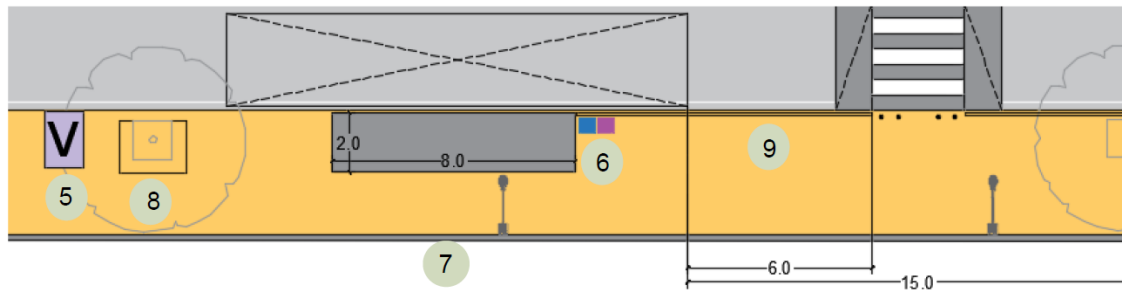
People served/ day

3 people



20-40 persons

Bus stops



Not to scale

1. Transparent panel

2. Lighting

3. Priority seating

4. Signage

4A: Bus stop name and schedule

4B: PIS board

4C: Map of surrounding area

4D: Helpline numbers & gender positive images, space for advertisements

5. Vendors

6. Dustbins

7. Low compound wall

8. Additional seating

9. Guard rail

