INTRODUCTION
At the centre of Rinkeby, as one exits the metro, lies a square always filled with people. The square, although lively, is dominated to a large degree by men. Even though Sweden has come far in its work towards equality between the sexes, it has only begun to have an impact on the way we design our cities. The design of many public spaces still overlook the female perspective, resulting in that women occupy the public spaces on other terms than men.

This project explores ways to redefine the relationship of women and space through urban design. The effort has been put on understanding the variety of female voices in Rinkeby, and starting a discussion about which tools we as planners and architects, have at our disposal when we aim to create a more feminist urban experience.

• How do the women in Rinkeby experience the public spaces?
• Which structural hinder can we find in Rinkeby today that prevents spatial equality between men and women?
• Which tools can we as planners and designers use when trying to create gender equal public experiences in the context of Rinkeby?

GENDER INEQUALITY: SPATIAL ASPECTS
Women earn less and own less power, which makes them get lower pensions. These hues of inequality become more intense in areas that work market, conduct more of the unpaid housework and gender equality, but still data shows that there is a long stability in the structure of these pairs. Taking care of children visit. Accessibility becomes an is-

MEDIASCAPES: THE STORY OF RINKEBY
The biggest challenge we have witnessed them put up with coming has no space left for another stroller. The biggest challenge we have witnessed them put up with coming has no space left for another stroller. The biggest challenge we have witnessed them put up with coming has no space left for another stroller. The biggest challenge we have witnessed them put up with coming has no space left for another stroller. The biggest challenge we have witnessed them put up with coming has no space left for another stroller.

ANALYSIS: UNDERSTANDING WHAT IS
• The car is used more by men than women in day to day travel.
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FEMINIST PRECEDENTS: PROJECTS
• Participatory methods
• Process focused work
• Gender education for the staff

TRANSPORT & INEQUALITY
Female domidominated spaces are 3.25 times smaller than the predominately male areas and functions.
CHAPTER 4

WOMEN

Women feel observed and judged by the male gaze close to male dominated spaces, sometimes so much they tend to completely avoid the area.

The most male dominated areas we found in the centre of Rinkeby are the corner of the square and the grill next to the library.

There are informal, “hidden” meeting spaces for women, like the back rooms of the somali clothing shops.

Many women, even when not bothered by the male gaze, seek activities and entertainment elsewhere because they feel Rinkeby doesn’t offer good options.

Younger women often need permission from their family to hang out in male dominated spaces, which often they don’t get. Getting older, and becoming mothers, makes it ok to be in public spaces with the family or children. Women often need social excuses to be allowed to be in public spaces.

The older women seem much less bothered by the male gaze than the young, and have described the it as natural that men and women chose to socialize in different places.

Unemployment and not knowing Swedish or English can often make women more dependant on their families and often feel isolated.

The presence of people on and around the square late at night produces two interesting and differing reactions: Some experience it as safer this way, whilst others feel more unsafe for the exact same reason.

Media has had a clear effect on the perception of safety around Rinkeby, and was often brought up during our interviews.
The plans focus on developments along Rinkebystråket and Rinkeby Allé. The two axes will host commercial and entertainment activities, mostly retail and restaurants. The main desired connections are towards Kista, through Rinkeby terassen, and Stora Ursvik, through a bridge. These connections are planned to be reinforced by commercial activities that will create greater pedestrian flows and a possible new bus line on Rinkeby Allé. The development on Rinkeby Allé includes restructuring of the current built environment, addition of buildings and functions, as well as creation and redesign of a public space on the east exit of the square.

The most influential part of the proposal is the new multicultural center on Rinkeby Allé, that will house a new mosque and other facilities, hoping to become a new small center for the neighborhood.

**SPECULATIVE PROPOSALS:**

**PROBLEM IDENTIFICATION**

- Not knowing the language creates a dependency on surrounding family/husband both from an economical standpoint and social, sometimes causing women to feel isolated
- Few places/programs catering for women, fewer still when that category is broken down into age groups etc.
- Little diversity in & number of public spaces
- Low awareness regarding gender equality issues

**EXTRACTING FEMINIST POWER TOOLS**

- Positioning ourselves and define our standpoint
- Thinking about our role, our professions
- Viewing architecture and design as a process, not an outcome
- Breaking out of Neufert and having all-senses experience
- Going up and down in scale examining the up close and extract what it can say about the general
- Make visible the invisible dynamics at play
- Reformulation of the strategy in the here and now, a small-scale construction of “what if?”
- Ask ourselves who benefits and who loses from our decisions
- Interdisciplinary and transdisciplinary approaches to problem solving
- Participation (listening and understanding)
- Raising awareness

**STOCKHOLM’S PROPOSAL**

The ground where this research started was Rinkeby square. After our observations, it was only natural to look into ways of increasing the female presence on this site. We proceeded to do that by adding female facilities that support, allow or excuse their presence on and around the square, as we have discovered that it is not uncommon for women to feel they need socially accepted reasons to validate their being in such a central area.

Taking a feminist stance for us meant that we needed to reinforce and establish the female presence in this latter process. We focused on the female needs and desires that we gathered from discussions with relevant women and organizations, and tested what would foster stronger female flows.

At the same time, we couldn’t ignore what was revealed to us from discussions with Rinkeby women and was supported from literature: women often operate and meet in hidden networks, like the back rooms of Somali clothing stores. These peripheral spaces are not only sites of deprivation, but sites of radical possibility. We discussed then, the balance between the women’s comfort zone and thriving in peripheral spaces, a little bit further away from the public eye.

As architects and planners, we are more or less the outsiders that often impose their own ideas in an area. We believe that the least way to tackle that is by keeping an open dialogue with the locals, both while analyzing and understanding the area, but also while deciding and taking action. The most involving and including way to do so, is keeping it to participation and leaving space for women’s voices to be heard. Although we believe participation is a tool that should be used more extensively, in this exploration it is imagined and planned in a future development site, the one of the new mosque and multicultural centre.

**PROGRAM**

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**UN-EXPOSED**

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**PARTICIPATION**

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