You, Me, She, They, He, Nature, Wildlife, Politics, Love, Architecture, Urbanism, Planners, Street, Street Users, Climate, Ecosystem, Earth, Animals, Humans, Seasons, Past, Now, Future, In Between, Optimism, Realism, Money, Business, AI, Leisure, Culture, Happiness, Knowledge, Hunger, Diet, Relationships, Poverty, Sociality, Diversity, Accessibility, Inclusion, Uniqueness, Pluralism, Health, The corona virus, War, Global, Synergy, Architects, Lifestyle, Our children, Our lives, What we see, Who we are, What we do, What we say, Nothing and everything, Everything that matters

. and The City

. articles

The Authors . and The City

Arch. **Prima Abdullah Surya** is an accomplished architect with a strong background in the architecture and planning industry. His passion lies in exploring the possibilities of parametric design within the local context. Prima obtained his architectural degree from ITB and pursued a Master of Architecture (MArch) specializing in Computational Architecture from Hochschule Anhalt, Germany.

Photo : Shelda Alni

In 2019, Prima established Kodekons in Jakarta, Indonesia, an innovative architecture office that pushes the boundaries of design. Kodekons explores diverse ideas ranging from parametric architecture and sustainable design to incorporating elements of the local context. With each project, the office aims to deliver groundbreaking solutions while prioritizing environmental responsibility.

Arch. **Hagar Abiri** is a visionary entrepreneur and accomplished architect, registered in Germany and Switzerland. She holds a Master's degree in Architecture from the Hochschule Anhalt (DIA), Germany, building upon her previous education in Israel and Chile.

In 2015, Hagar founded HAA&D, an international studio based in Berlin specializing in urban renewal and

Photo : Sabine Zoltnere

architectural services. Her passion lies in creating exceptional designs that respect the urban environment, the Earth, and the local culture. HAA&D offers comprehensive architectural services worldwide, with a sustainable and holistic design approach. Hagar's work has gained international recognition, with her projects being featured in various publications. With a commitment to responsible and innovative design, Hagar is dedicated to making a positive impact through her architectural endeavors.

About . and The City

In response to the global crisis triggered by the COVID-19 pandemic, which has necessitated social distancing measures and prompted a desire for social decentralization and a move away from urban centers, we embarked on a project called " .and The City." Our core belief is that climate change remains the paramount challenge facing humanity and the natural world. With this conviction, we aim to promote pertinent and realistic subjects in the discourse surrounding urban planning, while also incorporating interdisciplinary voices into the field of architecture.

This project is dedicated to gathering input from the public in an open and shared manner, with the aim of engaging individuals and addressing real-life situations across all aspects of life. By doing so, we intend to challenge prevailing notions of future urban planning and inspire the revitalization of existing traditional settings.

By keeping key subjects in mind, such as global warming-related issues, lifestyle, and infrastructure, our project delves into more specific topics from an urban user's perspective. We examine how these themes manifest within the urban space, drawing comparisons and providing demonstrations across various cities.

Within this booklet, you will find a collection of meticulously researched articles and thoughtfully crafted graphics that form an integral part of our ongoing investigation. Our exploration encompasses subjects ranging from sustainability, inclusivity, and pandemic responses to politics and nature. Each article offers unique insights, drawing from the expertise of academics specializing in city politics, regional directors experienced in online petition campaigns, published authors illuminating the significance of public toilets for women, and other speakers with diverse backgrounds.

The articles presented here not only serve to disseminate our research findings but also aim to inspire readers and listeners. We hope to ignite the passion necessary for urban planners, students, professionals, and the wider community to implement the knowledge and tools gleaned from our research in further academic endeavors and future projects.

Our commitment to open-source principles is reflected in our approach to sharing the outputs of this study group. Alongside these articles, we have produced a podcast series that can be accessed on various platforms, including Spotify and Apple Podcasts. By reaching out to a global audience, we strive to foster engagement, facilitate dialogue, and expand our reach beyond the digital realm.

As we move forward, our vision for .and The City extends beyond the boundaries of this booklet. We aspire to increase our listenership by including additional sources, encompassing academics, government officials, business leaders, and other stakeholders who offer distinct perspectives on urban environments. Furthermore, we seek to enhance the quality of our research, podcasts, and engagement with listeners, not only through online platforms but also through offline meetings, such as hosting panels and workshops.

Join us on this ongoing journey of exploration, where we envision a future urban landscape that embraces sustainability, inclusivity, and resilience. Let us collectively navigate the challenges of our time and pave the way for a more vibrant and harmonious coexistence between humans and nature within our cities.

Welcome to the world of . and The City.

The Rural Trend . and The City

Hagar Abiri

Beginning of March 2020, the World Health Organization declared the COVID19 pandemic. By then, some countries in Asia already closed their borders and some declared quarantine with time, other countries adopted the social remoteness method to slow the spread of the virus, which seems to be the only act that prevents the virus from spreading with no vaccine or a cure in the horizon.

Meanwhile, the discussion on the qualities of the rural vs the density of the city gain momentum.
People living in the country side posted photos of themselves enjoying the sun while millions were quarantined in their mid- city apartment. Developers and architects are hunting for plots outside the city in order to be ready to answer the demand of rural migration.

Now, let's have our facts straight first. As for today, May 11th 2020, there are about 283,520 death cases from the COVID 19[1] at the same time, the number of people suffering from ecological related issue may indicate that the main problem still lies with environmental changes and inadequate response from humanity that still proves to be the worst virus exist in this world. Viruses are only a symptom, it is an alarm we are trying to hit the snooze on.

Starting January 1st 2020 until end of May 2020[2]:
About 4,578,900 people died of hunger and about 843,350,000 are undernourished. About 344,775 people died by water related diseases and about 800,764,250 has no access to safe drinking water source. About 3,362,520 people died from cancer.

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1   Morgen Post
2   www.worldometers.info

Only this year, we lost about 2,130,000 forests hectares and created about 14,802,200,000 tons (grows by the second!) of CO_2 emissions.

On December 2015, 195 countries agreed to set a goal of limiting warming to 2 °C, increase in global average temperatures, with ambitions of a stricter limit of 1.5°C of warming in order to avoid hitting a devastating expected pic in 2030 if we continue with the world's present routine.

For those who are still convinced that going rural is an answer, let's go through some more numbers and imagine how it might look like if there were no cities: The total land surface of earth is about 149,000,000 km2. Only 71% is habitable, which leaves us with 104,000,000 km2. Currently there are about 7,800,000,000 people on the planet. Take into account that 50% of the habitable land today is used for agriculture (77% livestock, 23% crops) and keep in mind the public areas such as hospital, shops and sports facilities. Now imaging that not only you are left with very little piece of land but you are also surrounded by private lands so really nowhere to go. Doesn't make much sense, right?

Simply put, the biggest challenge and goals are still the same and the COVID 19 is here to remind us that time is up and that we must reduce significantly the human foot print in a productive, lifestyle-changing, healthy manner.
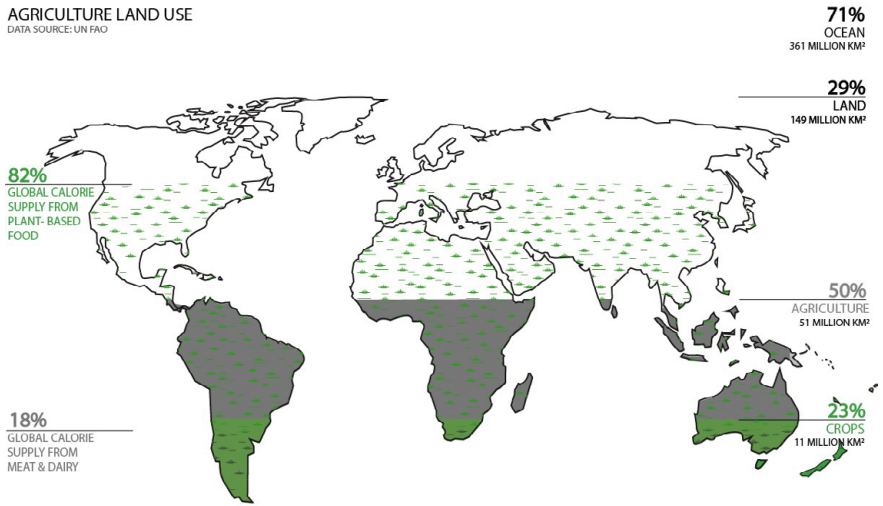
. impact

Cities, due to their size and economic value has greater impact. Cities has long tradition of generation and leading progressive social changes. If you live in the city, you have greater chances to find more people who share your political/ social views and gather them

LAND USE
DATA SOURCE: UN FAO

71%
OCEAN
361 MILLION KM²

29%
LAND
149 MILLION KM²

71%
HABITABLE LAND
104 MILLION KM²

50%
AGRICULTURE
51 MILLION KM²

77%
LIVESTOCK
40 MILLION KM²

AGRICULTURE LAND USE
DATA SOURCE: UN FAO

71%
OCEAN
361 MILLION KM²

29%
LAND
149 MILLION KM²

82%
GLOBAL CALORIE
SUPPLY FROM
PLANT- BASED
FOOD

18%
GLOBAL CALORIE
SUPPLY FROM
MEAT & DAIRY

50%
AGRICULTURE
51 MILLION KM²

23%
CROPS
11 MILLION KM²

together to act, rather than in rural area where you have less people, less diversity, less random meetings and ideas exchange. Random meetings much as diversity is a fundamental element on which creativity and innovation rely on.

According to the McKinsey foundation[3], top 100 cities will contribute over 35% of GDP by 2025 and 600 top cities will generate 60%. A city due to its big scale however not too complicated bureaucracy as on a government scale has the ability to effectively promote new reality.

Rural life has its advantages. However, it is not outweighing the benefits of living in the densified city on the private as well as social and environmental aspects. Better way to go will be to bring the qualities of rural life- into the city.

Researches shows that physical and mental health issues associated with depression are much more common in the rural areas[4] than in the city. Obesity, consumption of psychiatric drugs in children, alcoholism, painkiller addiction and crimes within the family. Jane Jacobs also explains[5] that in city street life, the people you meet during your daily routine keeps you uplifted and make you feel safe. Therefore, claims Professor Kevin M. Leyden- happier.

A study conducted in 2016 in the Netherlands[6], examined the antidepressant prescription rates in the city and in the rural corresponding to variant green environment density. The research shows that rural areas with low and mid-level prescription rates have significantly more green space than urban areas as well as more antidepressant prescription.

A study conducted in 2017 by researches from Oxford and the university

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3   Urban world: Mapping the economic power of cities
4   Professor Kevin M. Leyden in an interview to Globs 13.12.2015
5   The Death and Life of Great American Cities
6   "More green space is related to less antidepressant prescription rates in the Netherlands: A Bayesian geoadditive quantile regression approach" Marco Helbich, Nadja Klein, Hannah Roberts, Paulien Hagedoorn, Peter P. Groenewegen

of Hong Kong[7] studding the health of 419,562 people from 22 cities in England, relates happiness to higher-density areas and the fact that people who live in dense-urban areas are often kept busier with wide range of leisure activities that are more available in the city.

. making the city great

So, what should we focus on? Improving the city. Adjusting it to the present and preparing it to the future.
If there is something we learned from the COVID 19 is that nature does not need us and maybe even had enough of us. More and more people understands that the livestock industry is not only immoral but very dangerous. Bird flu, swine flu, HIV, Corona and others, are all the result of extreme human intervention. Growing vegetables and fruits also damages the soil that is cultivated until the loss of all its biological qualities another disturbing fact is that 50% of the vegetables growing in Europe do not make it to the plate. 20% do not even make it to the market's shelf[8]. However, crops provide more global calories and protein while using less habitable land and not yet caused any pandemic. 50% of habitable land is being used for agriculture[9] and only 23% of it is crops but provides about 82% of global calories and supply more than 60% of the protein. The point is - investing more in clever crop growth and less in livestock will be more effective and healthy. The main problems we are dealing with when it comes to crop are soil (biological) damage, distribution process from the filed all the way to the plate which adds up to pollution and waste originated in packaging.

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7   "Association between adiposity outcomes and residential density: a full-data, cross-sectional analysis of 419 562 UK Biobank adult participants" Dr.Chinmoy Sarkar PhD, Prof.Chris Webster DSc, Prof.John Gallacher PhD
8   Forbs article: UN Says Europe Wastes 50% Of Fruit And Vegetables — And America Isn't Much Better
9   EU Food & Agriculture Organization (FAO)

The idea of integrating greenery in buildings is not new and there is ancient evidence describing the mythical Babylon as a palace inlaid with vegetation. However today, we have the technology to deal with the technical challenges it takes to grow urban vertical gardens, urban farms and as well as gardens on top of building's roof tops and facades.

On the financial side, modifying existing buildings can reach high costs but other than sharing the costs with other shareholders in the building, there are also benefits that translate into costs saving while improving life quality.

Thermal energy saving. In both, summer and winter a green roof/ façade adds a protection layer that translate into heating/cooling costs saving. In winter, the green layer traps air against the façade and so, reducing heat loss up to 30%[10]. In summer, green wall shading the façade could reduce up to 10 Celsius degrees!
Well shaded green roof translates into 3-7-degree temperature drop leading to cost saving of up to 42%[11] .

Better air quality indoor. Green facades can filter the indoor air by capturing dust and pollen from the outdoors as well as filter noxious gases and volatile organic compounds from furniture.

Better air quality outdoor. Green façade can capture airborne pollutants and filter noxious gases and particulate matter. study shows that about 1 square feet of vegetated wall can filter the air of about 100 square feet office. One average tree, is estimated to absorb about 48 pounds of CO2 per year and release just about enough oxygen to support two people.

10   The Effect of Green Facades in Landscape Ecology. Ebtesam M.Elgizawy, Ph.D Faculty of Fine Arts, HELWAN University Cairo.
11   Greenroofs benefits outweigh costs, even in desert environment. Steve Clemens/ United Business Institutes

Noise protection (when installed on the facade). Green walls provide noise reduction of up to 40 decibels.

Greenery attracts and nurture birds and insects and not less important - we see more green and biological diversity in the city. Green roofs can assist with water management, reduce the erosion and filter the pollutants and toxic metals.

Going back the public benefits, city- human- environment. Roofs are about 40-50% of the city's surface. Between 60-70% of greenhouse gas emission originated in indoor energy consumption therefor, the city and the environment will benefit from having green roofs and green facades as described above.
Another rural element we could migrate widely into the city now that we see all the unused - full of potential spaces, is vertical/urban food farms. Buildings facades will be covered with vegetation and greenhouses will populate the private and public roof tops inside the city and so, the journey that food travel before it ends up on your plate will be shorten. No logistics and no packages needed. The best part in having urban farms in public or semipublic spaces is that it creates and nurture healthy community life.

So, let's stick to the city, focuses on making the city even greater to the benefit of our health and lifestyle as individuals and as society because the answer can't be weakening rural's nature habitat with human toxic presence. The answer should be wider and beneficial for the environment in which we are part of.

Densification, Social Distance . and The City

Prima Abdullah Surya

At the time this article was written, most of the world was under a global quarantine, either self-imposed or mandated. It is hard to see how the future will be the same as before. Having the benefit of hindsight from past pandemics, we can characterize two outcomes to this current event. First, the social implication will be a permanent condition: the new normal, where we will have to rethink the shape of our society and its most slowly affected derivation, urban design. The second possible outcome might be no change, either because the pandemic is not significant enough, or the changes are already ongoing. In the second outcome, quarantine is merely a hindrance. We will look into two cases: the 1846 Broad Street cholera outbreak and the 1918 Spanish flu.

The paper will look into each pandemic and attempt to infer what outcome is most likely to happen for this current pandemic.

. the London cholera outbreak

At the time of the outbreak, with limited knowledge of how diseases spread, the working theory was bad air pollution or miasmas. Is was only after one doctor, John Snow, investigated how all the sick were getting their water from a single pump that the prevailing theory was slowly replaced. The water pump turned out to have been contaminated by feces from surrounding residents.

In 1846, London had no city sewage system. All household waste was contained in individual buildings. Landlords hired night-soil men to empty overflowing cesspools[1].

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1   ohnson, Steven. The Ghost Map: The Story of London's Most Terrifying Epidemic – and How it Changed Science, Cities and the Modern World, Riverhead

The Broad Street cholera outbreak was considered to push the improvement towards sanitation facilities and helped usher in revolved around density, capitalizing on the advantages of dense urban living while minimizing the dangers. The district crowded two hundred people per acre, more than Manhattan today – even with its skyscraper, which only housed 100 people per acre.

Today, we see density not as a possibility, but as a necessity. Fresh water supply, drainage, and wastewater systems, analogous to blood vessels found in an organism, allows cities to grow. The city sanitation that we take for granted today, was a response to the cholera outbreak[2].

. the Spanish flu

Despite its name, the Spanish flu possibly started in a UK staging troop in Étaples, France during WWI[3]. About 500 million people, or a third of the world population was infected. The most affected were rural and isolated communities since their immunity hadn't been built up by past diseases. Urban communities, on the other hand, which had previously been exposed to similar diseases, had developed similar immunity that made them less vulnerable to Spanish flu[4]. Fewer than 1 in 100 city dwellers died, while in isolated communities, up to 9 out of 10 died[5].

Books, 2006.
2   Johnson, Steven. "The Ghost Map: The Story of London's Most Terrifying Epidemic – and How it Changed Science, Cities and the Modern World", New York, Riverhead Books. 2006.
3   Valentine, Vikki. "Origins of the 1918 Pandemic: The Case for France", NPR. February 20. 2006. https://www.npr.org/templates/story/story.php?storyId=5222069
4   Mamelund, Svenn-Erik. "Geography May Explain Adult Mortality from the 1918–20 Influenza Pandemic", Epidemics Volume 3 issue 1, March 2011, pgs. 46-60.
5   "In 1918 Flu Pandemic, Mortality in Urban and Isolated Rural Areas Varied", Infection Control Today. April 27, 2011. https://www.infectioncontroltoday.com/

London's map showing the Cholera outbreak

A leading theory is that there were H1-like viruses circulating in the period before the last major pandemic, the Russian pandemic of 1889-90. Some viruses circulating prior to 1889 may therefore have been related to the virus that caused the Spanish flu in 1918 (H1N1). This would mean that some people who were older than 28 to 30 years in 1918 may have had some protection against severe infection and death from Spanish flu because of previous exposure to similar viruses[6].

A similar cases in which a less dense society was detrimental to general immunity was the American colonization. Europeans, having been exposed to various disease in the past, had better immunity against smallpox than the native inhabitants. The spread of diseases that were not already present in the New World weakened the native population and eventually led to the downfall of their empire.
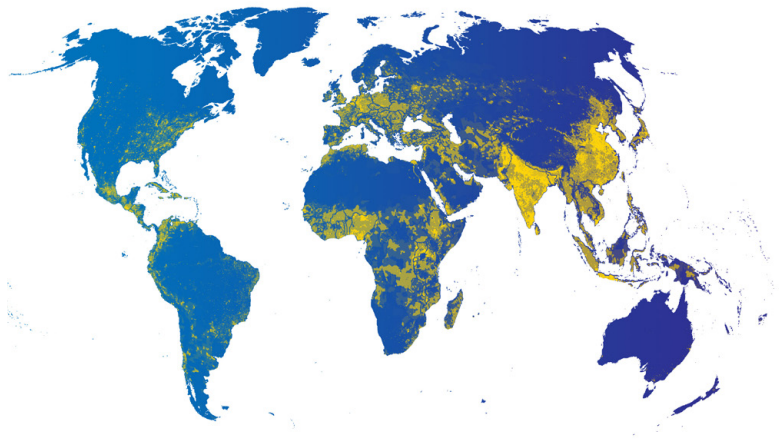
. densification

Both of the examples provided above seem to support arguments in favor of densification, unlike the current COVID-19 pandemic, in which social distancing, or less densification is encouraged. However, these examples are the exception and not the rule. Most pandemics grow faster in a denser city. Urban life is a petri dish, where people live in close quarters with one another and perhaps also with disease carrying animals. During the Black Plague, the cosmopolitan center of Italy suffered more than Poland or other less dense parts of Europe[7].

infections/1918-flu-pandemic-mortality-urban-and-isolated-rural-areas-varied
6   "In 1918 Flu Pandemic, Mortality in Urban and Isolated Rural Areas Varied", Infection Control Today. April 27, 2011. https://www.infectioncontroltoday.com/infections/1918-flu-pandemic-mortality-urban-and-isolated-rural-areas-varied
7   ] McNeill, William H. Plagues and People, New York: Anchor Press, 1976.

COVID-19 began in Wuhan, China with a population of 19 million. A respiratory disease, it spreads by means of close contact, often via small droplets produced by coughing, sneezing, or even talking. It is only logical to respond by disaggregating city planning in the future. However, spreading out the city is not the most elegant solution. The first reason is that densification results in more efficient infrastructures, i.e., hospitals, roads, internet. Densification means that public funds can be utilized to cater to more people. The second reason is that densification also provides bigger economic and social opportunities. It is hard to find a specialized expert, a specific type of performance, or even a chain store in places with smaller populations. Businesses can only open where there are enough people to keep them afloat. There is a reason an Apple Store may never open in a small city. Finally, densification is a better tool to prevent climate change. A denser city means a better public

URBAN DENSITY

transportation system, less usage of private vehicles, and a smaller building footprint per person, which results in less heating, lighting, and general energy usage per person.

However, densification also has its own caveat. Due to higher housing demand, denser cities have more expensive properties. There comes a point where they can't sustain the middle class. As cities like New York,[8] London[9], or even Singapore[10] attract more wealth, housing prices rise and having families with school-age children is no longer financially feasible. It is no longer affordable for the middle class to own property and raise a family.

Moreover, progress in digital technologies has made it possible for bigger companies to have their employees take advantage of remote working capabilities, which means they can move to smaller towns and countryside settlements that offer cheaper property and a higher quality of life. In the future, 3D printing will allow companies to run smaller manufacturing units closer to customers, tailoring products more to the local tastes. Service robotics will bring down the cost of labor, perhaps making it possible for stores like Apple to open in smaller cities. At the same time, autonomous driving will reduce distribution costs[11].

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8   Tanxi, Alexander, "New York City's Population Is Shrinking: Demographic Trends", Bloomberg. April 18, 2019. https://www.bloomberg.com/news/articles/2019-04-18/new-york-city-s-population-is-shrinking-demographic-trends
9   Belcher, Erica. "Here are five maps showing how London's population is changing", CityMetric. August 28, 2018. https://www.citymetric.com/politics/five-maps-showing-london-s-population-changing-demographics-languages-immigration-4154
10   Tan, Theresa. "Fewer births, more deaths as Singapore population ages", Straitstimes. July 13, 2018. https://www.straitstimes.com/singapore/fewer-births-more-deaths-as-singapore-population-ages
11   Harris, K Schwedel, A, Kimson, A. "Spatial Economics: The Declining Cost of Distance", Bain.com. February 10, 2016. https://www.bain.com/insights/spa-

SHARE OF THE WORLD POPULATION LIVING IN URBAN AREA 1500-2016
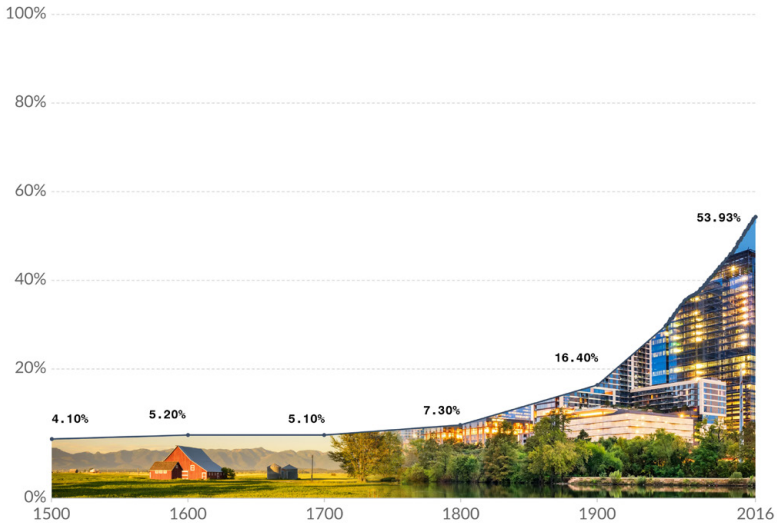
Source: OWID based on UN World Urbanization Prospects 2018 and historical sources (see Sources)   OurWorldInData.org/urbanization
Note: Urban areas are based on national definitions and may vary by country.

. densification against disaggregation

There are two good means of city development: densification, the push towards cities becoming more concentrated; and disaggregation, the spreading out of populations[12]. These two means are not a new tool developed in times of COVID-19. Urban planners have always faced this tension from before the pandemic.

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tial-economics-the-declining-cost-of-distance/
12   Shenker, Jack. "Cities after coronavirus: how Covid-19 could radically alter urban life", The Guardian. March 26, 2020. https://www.theguardian.com/world/2020/mar/26/life-after-coronavirus-pandemic-change-world

These two tools are not mutually exclusive; designers can utilize the efficiency and sustainability given by densification, while also addressing the trends derived from disaggregation – progress and property costs. Progress may be the driving force for disaggregation, but it is not an opposing force to densification. An urban life can still benefit from 3D printing, service robotics, and autonomous driving.

While the rising cost of property may be catalyzed by the high demand for land ownership due to densification, it is not an indication of the level of vacancy. Half of the Manhattan luxury-condo units that have come onto the market in the past five years are still unsold[13]. At the same time, 80,000 homeless people are living in shelters. The blame is not in densification; the blame is in the regulatory system. Regulating unused dwellings to be more productive would help lower the rising property costs.

As for the city's relationship with the pandemic, COVID-19 may not affect the need for urban densification in the future. The requirement for social distancing cannot cancel out its benefits, nor it was caused by densification. And the alluring notion that bigger cities drive the process of cross-pollinating ideas will not go away any time soon. Today, cities house half of the world's population, up from only 10% in 1900[14], and the urban population will only grow further, to two-thirds of the global population in 2050.[15] The drive to urbanize has been an ongoing irreversible force since the Agricultural Revolution, and it will continue long after this article is published. The pandemic may decelerate densification, but it will not end it.

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13   Chen, Stefanos. "The Decade Dominated by the Ultraluxury Condo", NYTimes. Jan 10, 2020. https://www.nytimes.com/2020/01/10/realestate/new-york-decade-real-estate.html
14   Burdett, Ricky. The Endless City: The Urban Age Project by the London School of Economics and Deutsche

The Collective Dream Boundaries . and The City
Hagar Abiri

Paul Rabinow interviews Michelf Foucault about his interview for the Herodotus[1]. In reply to Rabinow's question about the political nature of architecture at the end of the 18th century, Foucault says that in the 18th century we start seeing political literature about techniques for governance in society where architecture and urbanism play an important role. Reflecting deeper on the social order, asking what is a city, the need to eradicate epidemics, prevent coups and promote family life (according to accepted morality of the 18th century), representing the collective, infrastructure and how to build houses.

Architecture has always been a tool in the hand of governors, priests and those who wish to demonstrate or communicate power. In the current search for an architecture that represents the period and the free democratic regimes, it is important to examine not only the style, but the whole procedure and the relevance of local politics that as for today outlines the boundaries and planning conditions.

. the Berlin palace

The Stadtschloss also known as the Berlin Palace is the perfect example to start this paper with. It has it all. Layers of historical conflicts and power demonstration through architecture. It tells the story of the city but also demonstrate a national identity conflict of the whole German nation. It holds the evolution of private-civic initiative intervention, in one strategic location that shapes the heart of the city, metaphorically and literally.

Since its completion in 1443 until 1918 the Berlin Palace, was the

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1   Des Espaces Autres, Michel Foucault/ Translation series in Resling Publication, translation by Ariela Azoulay, Resling, Itamar Ben-Zvi 1, Tel- Aviv.

home of the monarchy and the Prussian center of power. During the Weimar Republic (1918-1933) the palace was used partly for state purposes but also as public museum. In 1945 under the Nazi regime and during the second world war, the building suffered severe damage however, its structure and content was left sound and could be restored. In fact, the building was partly repaired and was used as an exhibition space. Although recent documents from 2016 revel the intentions of the GDR to reconstruct the palace, it was decided to demolish it. Demolishing the palace took much effort and 19 ton of dynamite. Alongside the decision to preserve the original balcony[2] of the palace and to attach it to the Council of State building and the newtowards sanitation facilities and helped usher in revolved around density, purpose of the empty plot turned into parade area named Marx-Engels-Square[3], it is inevitable conclusion that the demolition of the palace remains was a political decision that seeks to demonstrate governmental power.

In 1973, it was the GDR turn to build their own architectural power demonstration on the same plot- Palast der Republik which was mainly used for cultural purposes for the public. In 1990, the building was closed to public due to asbestos contamination and though the government made the effort of removing the asbestos, after the reunification they also decided to demolish the Palast der Republik altogether and have a parking lot instead.

Considering its location and role in the urban scenario as well as demolition duration and high costs (after going through decontamination effort), the act of demolishing the Palas der Republik and turning it into a parking lot doesn't seem like an urban design decision based on the spatial examination but another power of demonstration sponsored by the government. Nothing demonstrate
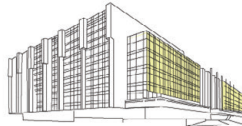
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2   The balcony from which Karl Liebknecht declared the German Socialist Republic
3   Summery from wikipidia.org
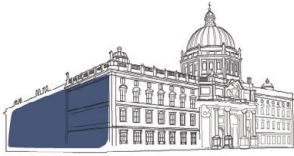
BERLIN PALACE 1443- 1918

PALAST DER REPUBLIK 1951- 1994

HUMBOLDT FORUM 2020*
*under construction

PERGAMON   OLD NATIONAL
            GALLERY

NEUES MUSEUM

ALTES MUSEUM   BERLIN CATHEDRAL

LUSTGARTEN

ALEXANDERPLATZ

STAATSRATGEBEUDE

MUSEUM NICOLAIHAUS
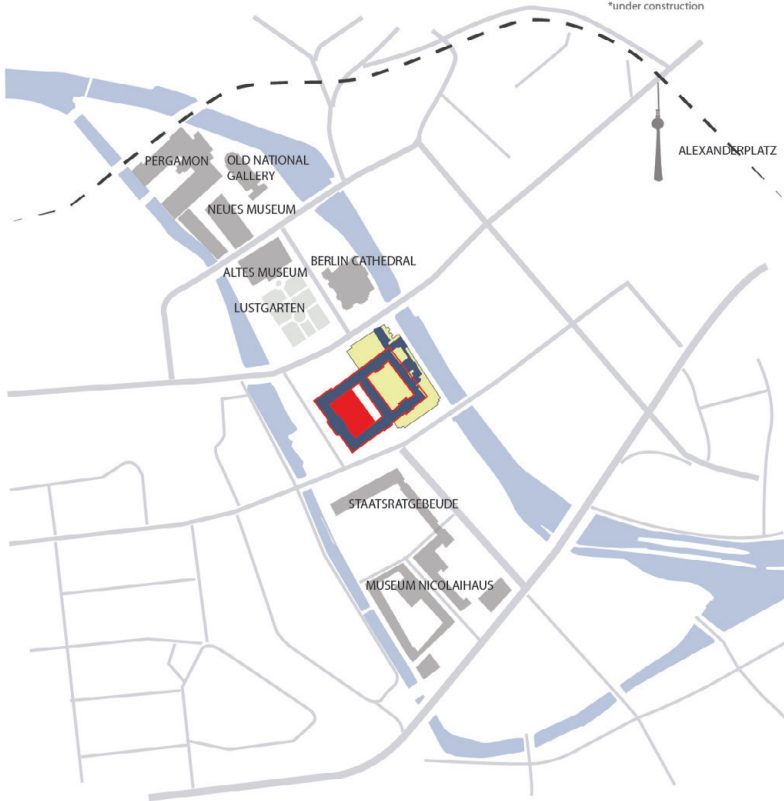
MUSEUM ISLAND
BERLIN

23

the superior of the west and contempt to the communism values more than demolishing its eastern symbol occupying a central plot in the heart of the city. As if that's not enough, the decision to convert the plot into a parking area adds a ton of condescension and contempt. Here the intention can be interpreted in two ways - one is to convey a message saying the building is not good enough and even a messy parking lot would be preferable so now, people can park their car here until we have a better idea of what to do with the plot. The other way to perceive the decision of creating a parking lot, is that it was made in order to empower the west superior. Using the prime location and clear it for the symbol of progress (back then) - the cars.

When restoring a building one must decide on its most important era or rather the building's role at that time but the decision on what to restore and perpetuate, also perpetuating what you want to delete while shaping a narrative image for the future.

"The story of the Stadtschloss encapsulates much of what has played out in Berlin over the past three decades — from charged debates about architectural aesthetics and practical questions about urban planning, to how a country deals with a troubled past and how it seeks to present itself to the world in the future." [4]

At this point, though it seems as history simply repeats. Not like past decisions and acts, new actor was introduced and influenced the future architectural-urban declaration - the private initiative arising from the public.

When first completed in the mid 15th century, the palace was constructed to serve the royals, to serve their needs and to be built according to their vision. In the GDR, there was a shift and the

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4   Berlin's Stadtschloss and the trouble with history/ F.Studemann Financial Times September 13 2019

building was constructed by the government, for the government but also for the public and now days the process of the decision making was done with the public and for the public.

The latest evolution that will end soon in the form of the Humboldt Forum, started with agricultural machinery salesman from north Germany by the name Wilhelm von Boddien. Von Boddien actively promoted the idea of reconstructing the Berlin Palace in its Prussian Baroque style. Von Boddien raised money and political connections for the benefit of the project and manged to transform the initiative into a national effort results with re- constructing a building on the same plot. The new constructed building, named Humboldt Forum, will be opened to the public in December 2020 and will consists of classical and modern elements and will contain cultural functions that will try to represent the new German vision, as well as the historical complexity. The new building, designed by the architect Franco Stella is a politically correct, democratic building declaring that it just wants to keep everyone happy and bring an era of conflicts to its end.

. evolution of decisions making

Saying that architecture is a reflection of it's time might not always be accurate. Simply because public buildings and urban plans takes more time to execute rather than legislate a law or replace a government. Demolishing on the other end, might go faster. Both methods are used as political statement for the short term. However, in the long term they influence and shape the urban scenario and could change or preserve cultural/social climate.
The question that rises is who should have a voice and whom should lead the process? Is it the state, using legislation following "one size fit for all'? Is it the public represented by local citizens whom not

always have the wide context and professional tools? What is the role of the planner? Is it really keeping all parties involved satisfied?

There are two case studies to relate to in this context, the first is the seam line between two neighborhoods in Berlin, Wedding (Gesundbrunnen) and Prenzlauer Berg, the seam itself is known as the Mauerpark. This case study shows the long-term implication of the Berlin wall and the role of the public in the decision-making process. The second case study is Curitiba, Brazil and the role of Jaime Lerner, an architect and urban planner as the mayor. The second case study highlights the impact of professional urban planner as the urban process leader.

. urban barrier, the long-term effect

The Berlin wall was constructed in 1961 and was taking down in 1989. The 155-km length wall was built by the GDR in order to prevent migration of their citizens to the western part of Berlin and from there to the western part of Germany.
There is nothing more political than a wall defining a border between two different political Entities. However, whereas the wall was an immediate reaction to temporary political state, the wall and its implication as an urban barrier are still evident today, years after the wall was taken down.
Today, the image we have of The Berlin wall is of huge concrete blocks (3.6-meter-high, 1.20-meter length) which are in fact only one layer in the Death Strip that was tens of meters length of buffer zone and known as the 4th generation in the evolution of the Berliner wall. In some areas, the width of this Buffer Zone (the Death Strip) got to hundreds of meters. So, once the wall was taken down, beside the economic, social and cultural gaps between the west and east parts, there was a massive urban incision dividing the city and at the
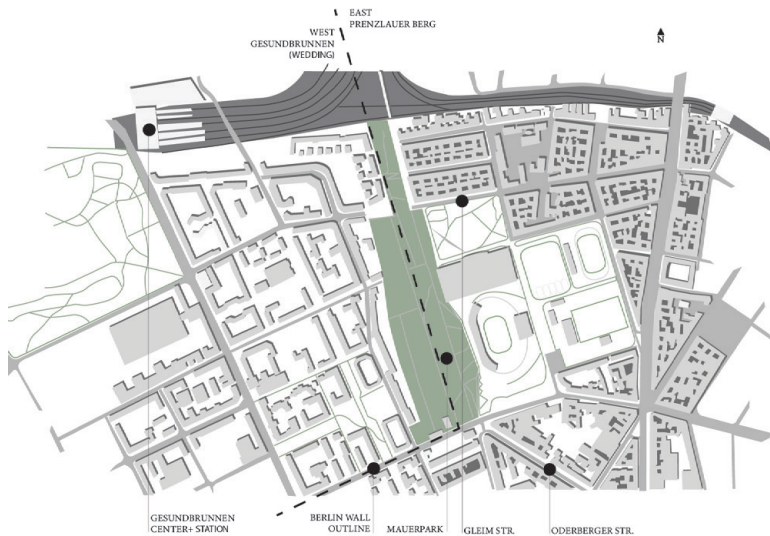
same time presenting potential. The urban challenge was to heal the incision and characterize the scar of the urban tissue.

During the second world war, about 80% of Berlin was destroyed, about one third of Berlin housing was non-habitable[5]. With the division of the city to East and West (4 quarters: American, British, French - later united under West and Soviet), each political entity had its own method to reconstruct their side of the city.
The west (until the early 80's), in order to not perpetuate an acceptance of the city division acted with no urban master plan and their method was demolition and evacuation of the ruins to clear the way for new social, modern buildings with emphasize of green open spaces. Whereas in the east, they reconstructed the ruins with

5   Berlin's Search for a "Democratic" Architecture: Post-World War II and Post-unification /Deborah Howell-Ardila, Berkeley, California.

minimum investment and so kept the traditional typology of the dense housing alongside wide boulevards for the party's parades. So once the wall fell down, there were not only two very different cultures but also different urban layout and housing typologies on both sides of the incision.

Once the wall was gone, the discussions regarding the nature of the urban scar tissue's construction started. The discussion focused on the seam between East and West and dealt mainly with the debate over regulation and architectural artistic expression and less about how to bring the two culturally, socially divided sides of the broken city together.

Today, more than 20 years after the wall was taken down and with no clear master plan it is still present. The scar tissue perpetuated the incision. The situation might have change but the wall's path is still a strong urban barrier. An interesting location is the area around the Mauerpark.
In Between the two neighborhoods, Gesundbrunnen (Wedding) in the west side and Prenzlauer Berg in the east side, on the route of the former wall (Mauer in German) there is a wide park. The story of the park start after the deterioration of the wall and demonstrates a local civic initiative translated into an urban planning as well as the importance of street level perspective that revels what a wide master plan might miss.
At first, city planners suggested to use the empty path as a highway ramp to connect the center of berlin with the Berliner Ring, a main road surrounding the city[6].
Residence from the Gleim neighborhood and Odenberger street, both in Prenzlauer Berg on the east side (where the houses are built in a denser manner and have less open spaces) objected to the plan and

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6   From the Freude des Mauerparks e.V. www.mauerpark.info

pushed to convert the road into an urban park. Today, the Mauerpark is a green, creative island, a microcosm connecting the north part of Prenzlauer Berg with the city center via pedestrian path, playgrounds and greenery thanks to the residents of the neighborhood initiative Freunde des Mauerpark (Friends of Mauer park) organization that "puts a special focus on the transparent involvement of citizens and a fair balance of interests."[7]

The Mauerpark, though performing as an interesting seam hosting diverse population representation for wide range of leisure activities, due to its size and the fact that it breaks an urban sequence also perpetuate a cultural, socio-economic gap.

On the one hand, Prenzlauer Berg. Characterized by Wilhelmine[8] buildings that survived the second world war and offers mix use street with yuppie lifestyle. A neighborhood that went through intense gentrification attracting young, creative people looking for cheap and/or alternative lifestyle and housing at first alongside the process of foreign investors purchased the previously state owned property, renovating them and increasing their value pushing the previous GDR tenants out. At a later stage arrived affluent people from south Germany following by immigrants from west European countries maintaining a young age population with high birth rate.

On the other hand, from the west side, Gesundbrunen (Wedding). Before the wall was built in 1961, the area between the Humboldt Park and the nowadays Gesundbrunnen-Center, was a popular leisure street attracting many people from the east side due to its proximity to the east and fresh merchandise[9]. Once the wall was

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7   From the Freude des Mauerparks e.V. www.mauerpark.info
8   "The Wilhelmine Ring is the name for a belt of distinctive multi-occupancy rental housing blocks constructed in the second half of the 19th century around the historic city centre of Berlin. It is characterized by a dense settlement pattern with four- to five-story residential buildings with side and rear wings around an inner courtyard." (wikipidia.org)
9   9Wikipidia.org

constructed and Gesundbrunnen area was abounded from people the whole neighborhood started to decline. Parallel, the German government signed an agreement with Turkey resulted with work migration of 825,383 people arriving mainly from the countryside of Turkey, looking for cheap housing and so they found their new home in Gesundbrunnen. In the mid 50's and early 70's there were interventions of social governmental initiatives by development of new housing typologies and urban renewal however, today, Wedding is one of the poorest neighborhoods in Berlin with about 17% of the population being welfare supported about 26% unemployment rates, 27% live below poverty line.

The Mauerpark is a successful island in the city. However, it does not bridge the gap between the west and east as the park answered a need rose on the east side while the west needed an urban continuum encouraging passage between the neighborhoods and not urban boundaries. A border, even if it functions as a positive spatial element is still a barrier. So, while the civic initiative has worked well, the broad and non-politically motivated planning leadership is absent and is needed to repair a long-term influence of a political decision taken 60 years ago.

. the collective dream

Time and political stability is needed in order to execute significate public projects. In order to execute innovative project that requires new way of thinking and acting, the public must
be harnessed to the task as significant change requires collective effort.

"Politics is about providing a collective dream," Lerner says, "and creating a scenario that everyone can understand and see is

desirable. Then they will help you make it happen."[10]

The architect and urban planner Jaime Lerner was acting mayor of Curitiba, Brazil 3 times and he was the one to lead the changes that transformed Curitiba into a role model green city in the world.
The challenges Lerner described[11] are political and bureaucratic obstacles alongside traditional, conceptual fixation of the public. Lerner planed, without social-political distinction between neighborhoods nor people, a multilayer transverse change simultaneously with the understanding that things are interdependent. It was a new vision for a new city lifestyle needed in order to prepare and push the city towards a healthy and sustain growth in the future.
It seems as the discussion was already there but Lerner was the one to translate the long dissections into actions overcoming the load of mental barriers originated in outdated tradition and fixated habits.

Lerner's first project in 1972 earned him an early reputation as an enforcer. He proposed transforming the Rua Quinze de Novembro from an automobile thoroughfare into a pedestrian mall. "At first, the shopkeepers were furious with the mayor," Rabinovitch says. "People had the habit of stopping their cars in front of the stores, buying what they wanted, and then getting back into their cars. But that meant that when the shops closed down, the city centre was dead... "Every time, you always have a big resistance," Lerner says. "When we first proposed the project, we tried to convince the merchants. We showed them designs, information ... it was a big discussion. Then we realised we had to have a demonstration effect." So, Lerner took the plan to his director of public works, saying: "I need this [built] in 48 hours ... He looked at me and asked,

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10   Story of cities #37: how radical ideas turned Curitiba into Brazil's 'green capital'/ David Adler, Cities, The Guardian Friday 6 May 2016
11   Story of cities #37: how radical ideas turned Curitiba into Brazil's 'green capital'/ David Adler, Cities, The Guardian Friday 6 May 2016

'Are you crazy? It will take at least four months'... "If I'd received a juridical demand to stop the project, we would never have made it," Lerner recalls. "So, we finished in 72 hours... at the end, one of the merchants who wrote the petition to stop the work told me: 'Keep this petition as a souvenir, because now we want the whole street, the whole sector pedestrianised!'"[12]

Lerner's philosophy of taking action immediately and adjust later had proved itself as it considers the fact that changes must follow as the future is not really predictable and so, the plan to act now left room for adjustments but once you get to the adjustments you already have the collaboration of the public.
In the discussion of democratic architecture and urban planning, Lerner had another approach than the one implemented on the Berliner Palace plot (the Forum). He didn't try to make everyone happy at all times, but he managed based on his wide perspective and strong drive to action, to take the collective vision and navigate it through the political obstacles into realisation in short time.

. democratic urban planning

Lerner's architectural and urban planning office is taking action in the political front and is guiding candidates before elected to office with how to make sure that previous urban related decisions and action will have continuation once they are elected[13]. This action while having clear political agenda is an innovative step for acknowledging the value of well though sustain urban planning and its long-term benefits for both, culture and nature.

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12   Story of cities #37: how radical ideas turned Curitiba into Brazil's 'green capital'/ David Adler, Cities, The Guardian Friday 6 May 2016
13   From a conversation with colleague working in Lerner's office August 17th 2020

Architecture is the art of creation, politics is the art debate. The two were strongly binded since the dawn of monarchy in human history with unequal subordination relations where the politics dominates the planning. The search for democratic planning is ongoing. Democratic architecture or urban planning is not necessarily a search for a new aesthetics or style but the method of creation and decision making process. Perhaps the utopic concept, radical as it is, is to separate the urban planning from government by establishing a separate and independent democratic establishment and free the public from political subtexts allowing the urban planning, lead by professionals and including the public, take significant steps and improve the cities to better accommodate the people and be kinder to the planet that host us.

Conspiracy Theory . and The City
Prima Abdullah Surya

In 2008, 23 public school were about be closed by DC Mayor Adrian Fenty, whose political agenda include aggressive educational reform. Claiming that public education in US, particularly in troubled urban neighbourhood, has been broken for a long time[1]. At the beginning of his term, public school in DC was considered as the lowest performing in the US. Collapsed infrastructure, non-merit based teacher salary, and bloated central office bureaucracy are said to be the main cause of low performing students. He defined the problem and aim to fix it.

One of his working examples was Sousa Middle school, whose only fewer than 16% of its students could read and do math at grade level by the beginning of his term. The school has improved within a year. Enough to meet federal benchmark for progress the first time in its history, while other school that couldn't meet the standards were closed.
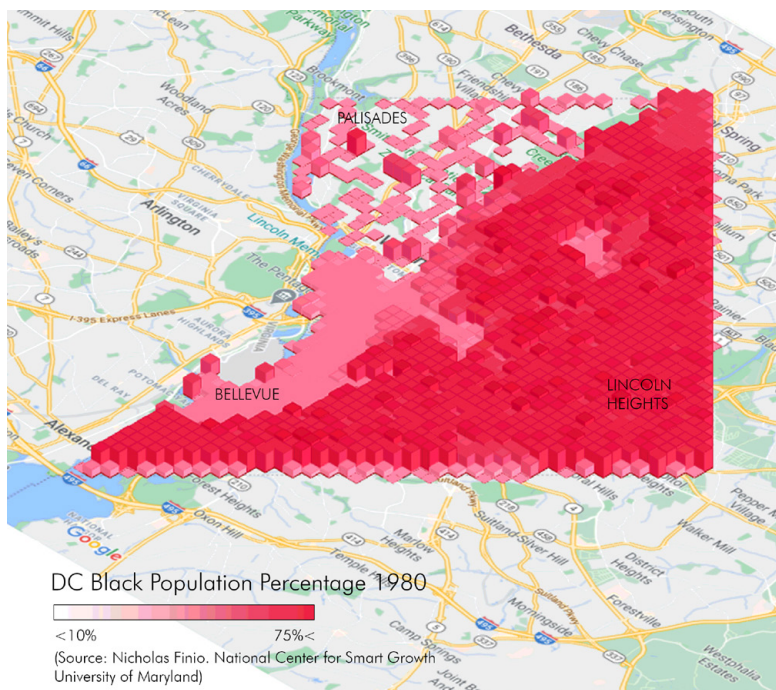
However, not everybody was pleased with this vision. John Burrough Elementary School was one of the 23 school that was closed down. One of the parents claimed that the reasoning for closing the school down was unfounded. The school was 15th in reading out of 81, it's in the top 20% in math, the parents works well, PTA body was active, and the community loved the school[2].

The community came up with an explanation, it must be a land grab. Looking the way down the road the school is located in a beautiful

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1   Rhee, M., Fenty, A., "The Education Manifesto". The wall Street Journal. 30 October 2010. https://www.wsj.com/articles/SB10001424052702303362404575580221511231074
2   Jeter, Jon. "Human Resources", This American Life. 29 February 2008. https://www.thisamericanlife.org/350/transcript

DC Black Population Percentage 1980

<10%   75%<

(Source: Nicholas Finio. National Center for Smart Growth
University of Maryland)

long block. And there's a great green field that was available for the
children to play. Everyone in the community seemed to think that
developers have converged upon DC going after the property they
want. Other school building has been closed and replaced with a
million-dollar condo[3].

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3   Jeter, Jon. "Human Resources", This American Life. 29 February 2008.
https://www.thisamericanlife.org/350/transcript

. the plan

The Plan is a conspiracy theory in Washington DC that has been around at least since 1968. The believer of the theory is sure that a plan was hatched to remove black population from DC to give them to the white population through calculated gentrification[4] and urban renewal[5] .

Their modus operandi goes as follow: Real estate developer conspires with home-builders to neglect and tear down affordable housing in poorer neighbourhood and replace it with expensive loft and condos, with high-end shops and hip restaurant to follow. Legislators who are friendly to the disenfranchised is ousted thanks to trumped up scandals. Government cronies kick-in tax break and friendly zoning law, and soon, less-wealthy African-American families are pushed out and replaced by richer young whites[6].

The Plan itself has not manifested anywhere on paper-as many conspiracy theories, therefore has no historical records to support it. However, the blacks who are marginalized believe the theory to be true, although they don't think there are any codified law, but more of a nebulous and ever-changing concept, manipulated by unseen forces.
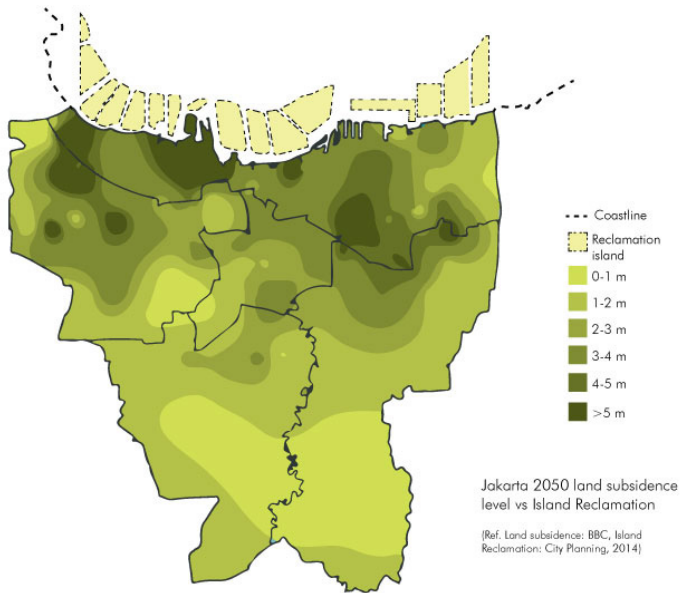
Implausible as it may be, Washington DC has been experiencing demographic changes since the 60's. Once a majority black city,

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4   Rotschild, Mike. The Plan to Take Washington. Skeptoid blog. 29 Juli 2013. https://skeptoid.com/blog/2013/07/29/the-plan-to-retake-washington/
5   Jeter, Jon. "Human Resources", This American Life. 29 February 2008. https://www.thisamericanlife.org/350/transcript
6   Rotschild, Mike. The Plan to Take Washington. Skeptoid blog. 29 Juli 2013. https://skeptoid.com/blog/2013/07/29/the-plan-to-retake-washington/

Jakarta 2050 land subsidence
level vs Island Reclamation

(Ref. Land subsidence: BBC, Island
Reclamation: City Planning, 2014)

Legend:
- Coastline
- Reclamation island
- 0-1 m
- 1-2 m
- 2-3 m
- 3-4 m
- 4-5 m
- >5 m

immortalized in George Clinton's 1975 "Chocolate City," Washington has been a special place for black American. Historically, DC was a slaveholding states, but Lincoln has freed the slaves nine month before the emancipation of proclamation, which prompted black from surrounding region to flock there[7].

However, the black population is dropping. From 2000 to 2010, the district lost about 39,000 black residents while 50,000 white moved

7   Hopkinson, Natalie. "Farewell to Chocolate City", New York Times. 23 June 2012. https://www.nytimes.com/2012/06/24/opinion/sunday/farewell-to-choc-olate-city.html

in. The black decline 11% while the white increase 31.4%[8] by 2011 statistic. Black population reached its peak in 1970 at 71%, now the black occupied 49% comparable to 49% white[9]. Adding salt to the wound, median black household income is $ 42,161 while for white is $132,698[10]. The Chocolate City is facing an uphill battle to turn into Vanilla Village.

The unseen forces in the conspiracy theory may not be true, but the effect seemed real to the disenfranchised. American cities have gone through a massive wave of gentrification in the last few decades. But to a lot of people, that process does not represent the natural ebb and flow of the real estate market, but something more sinister, more orchestrated. It's a plot, and they are its targets.

. the giant wall

On the other side of the world, there are also battle for a wall in Jakarta. On one of his visits during campaign, Anies Baswedan-current governor of Jakarta, promised to contest against the states plan to construct a reclamation project in north of Jakarta. Claiming a land reclamation project as a sign of the hubris of manmade structure against the natural will of god. The rhetoric's was in a coded language that rouse an old divide that can be traced since the

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8   Morello, C., Keating, D. "Number of Black DC Residents Plummets as Majority Status Slips Away." The Washington Post. 24 March 2011. https://www.washingtonpost.com/local/black-dc-residents-plummet-barely-a-majority/2011/03/24/ABtlgJQB_story.html
9   United States Census. https://www.census.gov/quickfacts/DC
10   Washington DS Income Map, Earning Map, and Wages Data. City-data.com http://www.city-data.com/income/income-Washington-District-of-Columbia.html

colonial age. Clothed with religious verbiage, his speech was aimed to the religious and racial minorities.

At the time, his campaign was against popular incumbent, Basuki Purnama or Ahok, who was not of the majority religion and of Chinese minority descent. His public level of satisfactory reached 67%. But the campaign was so dividing, and he was caught in a blasphemy case. A snowball of hate speech and misinformation are sown in social media and private messaging group[11]. In the end Baswedan wins, and Jakarta reclamation project was at the time suspended.

However, Jakarta is one of the fastest sinking cities, due to groundwater extraction for ever-growing water supply caused by the rapid urbanization and population growth. Millions of residents, uncovered by city water plumbing system, tapped into shallow underground aquifers. A third[12] of that number was caused by business and industries usages. Missing its structural integrity, the layer of rock and sediments slowly collapse into itself.

Climate change also caused the rise of water sea level as much as 3mm per year. Intergovernmental Panel on Climate Change (IPCC) predict[13] the rise from 3-10mm per year until 2100. Jakarta has sunk

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11   Franciska, Christine. "How fake news and hoaxes have tried to derail Jakarta's election" BBC.com 18 April 2017. https://www.bbc.com/news/world-asia-39176350
12   Tarrant, Bill. "Special Report: In Jakarta, that sinking feeling is all too real", Reuters. 22 December 2014. https://www.reuters.com/article/us-sealevel-subsidence-jakarta-sr/special-report-in-jakarta-that-sinking-feeling-is-all-too-real-idUSKBN0K016S20141222
13   Erkens, G., Bucx, T., Dam, R., de Lange, G., and Lambert, J.: Sinking coastal cities, Proc. IAHS, 372, 189–198, https://doi.org/10.5194/piahs-372-189-2015, 2015.

by 4 meters in the last 30 years. Another study[14] concludes that by 2050 about 95% of North Jakarta will be submerge.

To counter that, Jakarta is building The Great Sea Wall with area half the size of Manhattan which will function as a sea barrier as well as a dam that collects water from the rivers and canals that can function as a sustainable source of drinking water[15].

Fortunately, Baswedan disagreement to the reclamation slowly changes[16], he published building permit for some of the reclamation project. The same sentiment wasn't shared among his voters. What seems to be a simple solution can't be executed without political turf war. There are plenty of other issues that Jakarta is facing, but this exact issue is what some of his vocal follower say as only reason why he was elected because of what it symbolizes.

On the other hand, there are valid issues with the reclamation projects. There are fishermen whose livelihood would be disturbed, while also environmental group who considers the necessity to conserve the mangrove forest in the north of Jakarta.
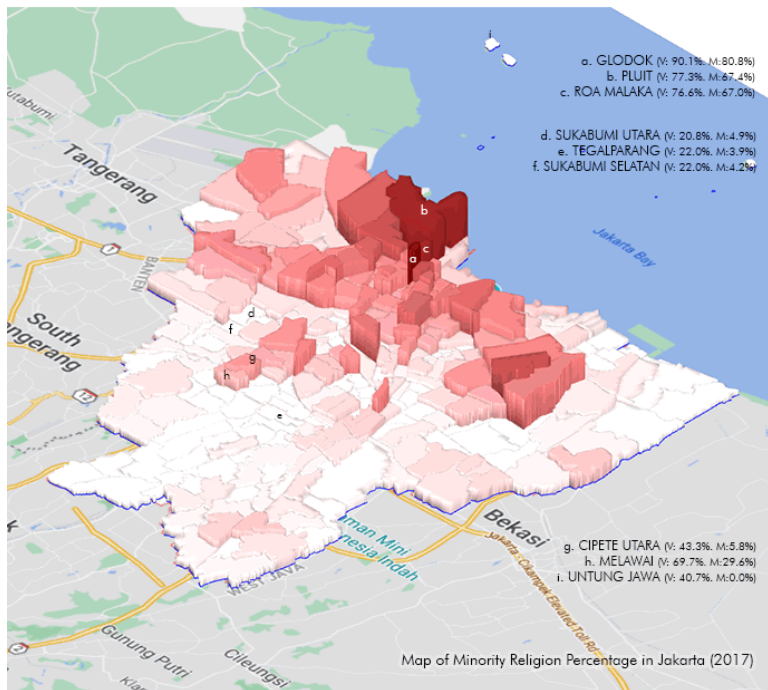
14   A. Koulali, S. McClusky, S. Susilo, Y. Leonard, P. Cummins, P. Tregoning, I. Meilano, J. Efendi, A.B. Wijanarto, (2017), The kinematics of crustal deformation in Java from GPS observations: Implications for fault slip partitioning, Earth and Planetary Science Letters,458,69-79 . https://doi.org/10.1016/j.epsl.2016.10.039
15   Gregory, Andy. "Giant sea wall 'must be built quickly' to stop Indonesian capital sinking into sea, president says" Independent.co.uk. 27 July 2019. https://www.independent.co.uk/news/world/asia/jakarta-sea-wall-sinking-indonesia-joko-widodo-rising-seas-climate-change-a9023621.html

16   Paat, Yustinus. "Anies Defends Coastal Reclamation in Ancol" Jakarta Globe. 13 July 2020. https://jakartaglobe.id/news/anies-defends-coastal-reclama-tion-in-ancol

a. GLODOK (V: 90.1%, M: 80.8%)
b. PLUIT (V: 77.3%, M: 67.4%)
c. ROA MALAKA (V: 76.6%, M: 67.0%)

d. SUKABUMI UTARA (V: 20.8%, M: 4.9%)
e. TEGALPARANG (V: 22.0%, M: 3.9%)
f. SUKABUMI SELATAN (V: 22.0%, M: 4.2%)

g. CIPETE UTARA (V: 43.3%, M: 5.8%)
h. MELAWAI (V: 69.7%, M: 29.6%)
i. UNTUNG JAWA (V: 40.7%, M: 0.0%)

Map of Minority Religion Percentage in Jakarta (2017)

When vote map for Ahok--the minority governor (shown with the district height) superimposed with religion map (red color) there
is a visible corelation between religion and the vote. (source: General Election Commitee, 2017 and Bureau Statistic Center, 2017)

Talk of how nebulous Chinese descent conglomerate is funding the giant sea wall overcome a more legible issue. The discussion is not progressing, there are still no solutions to submerging Jakarta. Instead of the giant sea wall, there is only a giant wall that divide the people.

. cambridge analytica

A great divide also happened In 2016 United Kingdome European Union Membership Referendum. Leave.EU - a political campaign group that supported withdrawal from EU, hired a political consulting firm named Cambridge Analytica (CA)[17]. The firm collected data from Facebook users and managed to construct a profile of millions of users. This profile was used to determine impressionable users that were susceptible to false information and target them with ads that would push them to vote for Brexit. The ads themselves were not accountable and due to the effectiveness of the algorithm, the ads were only isolated to those who fit the profile[18].

The ads also don't target those who had a differing opinion, creating no measure of check and balance in the form of discussions[19]. This isolation then forms an echo chamber that strengthen their beliefs of a black and white worldview - with their view being righteous, and others bad. While policy making was never black and white.

In one of her TED talk, Carole Cadwalladr explain how one resident of Ebbw Vale, the city with highest leave vote, argues that staying in EU would means UK would be invaded by immigrants, despite the city itself has one of the lowest rates of immigration. Another argument

17   Hern, Alex. "Cambridge Analytica did work for Leave.EU, emails confirm". Guardian.com. 30 July 2019. https://www.theguardian.com/uk-news/2019/jul/30/cambridge-analytica-did-work-for-leave-eu-emails-confirm
18   Cadwalladr, Carole. "Facebook's role in Brexit – and the threat to democracy" Youtube.com\TED. 10 June 2019. https://www.youtube.com/watch?v=O-QSMr-3GGvQ&t=2s&ab_channel=TED
19   Rosenberg M., Confessore N., Cadwalladr C., "How Trump Consultants Exploited the Facebook Data of Millions". The New York Times. 17 March 2018. https://www.nytimes.com/2018/03/17/us/politics/cambridge-analytica-trump-campaign.html

was how the EU has never did anything to the city, even though there are several of urban development project funded by the EU from college, sports centre, to railway station. After the referendum, investment started to leave the city.

Fingers are pointed to CA for causing the referendum to end in UK withdrawal from EU - famously coined Brexit. But CA was only using tools of targeted ads provided by big tech companies the likes of Facebook and Google. During the Myanmar conflicts, thousands of local Islamic populations, threatened by genocide, are expatriated from their hometown. The confrontation was acerbated by social media the likes of Facebook, Instagram, and WhatsApp - all coincidentally owned by the same company[20]. Now CA has declared bankruptcy, while the spread of misinformation still happened.

Misinformation is not exclusively a digital phenomenon. In the middle ages the Jewish community has suffer persecution because they were blamed for the black plague[21]. False information is not anything different than any propaganda in any authoritarian regime. The difference is that in the past false narrative has always been enforced. Today, social media user wilfully listens and be divided.

There are neurological explanation to why conspiracy theory and misinformation grow, while willingness to follow rational logic discussions decline. To work efficiently, human brains require to simplify and find patterns of the universe. Conspiracy theory is a tool to see patterns in a naturally complex, random, and unrelated

20   Mozur, Paul. "A Genocide Incited on Facebook, With Posts From Myanmar's Military" The New York Times. 15 oct 2018. https://www.nytimes.com/2018/10/15/technology/myanmar-facebook-genocide.html
21   Robert S. Gottfried (11 May 2010). Black Death. Simon and Schuster. pp. 74–. ISBN 978-1-4391-1846-7.

data[22]. Growing conspiracy theory that is working against the disenfranchised is a symptom, not the illness. There are many ways to define the illness that we are facing, and there are also many treatments that has been proposed. But, the first step is to raise awareness to susceptibility[23].

With a similar tone In one of his interviews, Slavoj Zizek mention that fake news has always happened, during the cold war by the east and the west or even the past decade. Sometimes fake news, are not entirely fake, it's constructed by selecting facts that actually happened and ignoring other facts that misconstrued arguments being build. The difference is that now, it is not institutionalized. And what's interesting, although he insisted that there are facts - things that actually happened, he also considers fake news as a continuity of post-modern view of no objective truth[24]. In the interview, one tends to conclude that Zizek seems to encourage the society to learn how to live side by side with fake news.

Unfortunately, Zizek seemed to avoid the significance of fake news that may look like coming from the grassroot can sometimes come from a highly funded institution that aim to misinformed the public. Sadly, there is no cure for fake news, and there is no way to differentiate between a benign superstition and malign misinformation. The best that we can do is having a discussion and

22   Odell, Shanon. "A Neuroscientist Explains What Conspiracy Theories Do To Your Brain | Inverse" youtube.com/inverse. 15 January 2019. https://www.youtube.com/watch?v=z98U1nMFrJQ
23   Satya-Murti, S. "Recognizing and reducing cognitive bias in clinical and forensic neurology" Neurology Clinical Practice. 5 Oct 2015. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5762024/
24   Zizek, Slavoj. "'The real problem with fake news....': Slavoj Zizek in RT's 'How to watch the news', episode 03" Youtube/RT. 8 February 2019. https://www.youtube.com/watch?v=nl8z8EL1M-s

coming to an understanding.

Suspicion against race, religion, and nationality is only a signifier of further underlying problems. The racial distrust in Washington has its counterpart with political polarization in the Midwest called the white replacement conspiracy theory. In Jakarta anti-Ahok Islamist discourses drew explicitly and implicitly on old narratives about the dominance of an ethnic Chinese capitalist class, of whom Ahok was considered as the champion. A racialised, sectarian campaign against Ahok, was a way for many people to channel their frustrations with what they saw as the injustice of that supposedly Chinese-dominated economy[25].

This can also be visible in the election map in Jakarta. By superimposing data of the 2017 Jakarta election with identity i.e religion demography, we may see more than what we may already know, that there are positive correlations between religion and voting behaviour. Percentage of the highest vote for Ahok comes from Glodok (90.1% vote for Ahok) and Pluit (77.3% vote) that has 80.8% and 67.4% of non-muslim population. While the lowest vote comes from Sukabumi Utara (20.8% vote) and Tegalparang (22.0% vote) with 4.9% and 3.9% of non-muslim population.

However, there are also other area where religion and voting behaviour has significant opposite. In area such as Cipete Utara (43% vote) and Melawai (69% vote) has 5.8% and 29.6% non-muslim population. In Untung Jawa, where the muslim population reaches 100%, there still 40.7% for Ahok. However analysing data only can give us incomplete perspective. To add this with context: while Glodok and Pluit has a high Chinese minority population, Cipete Utara and Melawai has one of the most expensive land prices

25   Warburton, Eve., Gammon, Lia." Class dismissed? Economic fairness and identity politics in Indonesia" New Mandala. 5 May 2017. https://www.newmandala.org/economic-injustice-identity-politics-indonesia/

in Jakarta. Perhaps there is are further underlying problems.

Similar notes were voiced by Prof Michael Sandel, on his book the Tyranny of Merit. The problem of false information is not on the lack of education, but on the failed distribution of wealth[26]. The left-wing individualist the like of Obama, Clinton, and Blair thinks that to solve globalization and inequality one must work hard and play by the rules, this will reward one to rise as far as their effort and talents will take them. Sandel coined this as the 'rhetoric of rising', where it became an article of faith. However, the playing field is not level. Those who were born within a higher social class will most likely get a better education, and consequently a better live. While Americans born to poor parent tend to stay poor as adults. The populist backlash of recent years has been a revolt against the tyranny of merit, as it has been experienced by those who feel humiliated by meritocracy and by this entire political project. However, Sandel was a well-known left. Avoiding to sound like the law of instrument: a hammer sees every problem as nails, a Marxist only see every problem as class warfare. He mentions that it will not be the only prescription, but it should start with that.

. the city

In the prehistoric times, communities consisted only in the thousands. In the past 200 hundred years we see an increase in the number of populations in the community to the millions. And as we enter the digital age - with all its imperfections, the possibility to interact increased by the billions. Technology has allowed us to stretch our

26   Coman, Julia. "Michael Sandel: 'The populist backlash has been a revolt against the tyranny of merit'" Guardian 6 September2020. https://www.theguardian.com/books/2020/sep/06/michael-sandel-the-populist-backlash-has-been-a-revolt-against-the-tyranny-of-merit

ability and test the seams of the fabric of society. Perhaps we are not evolutionary equipped with the ability to create a community in such magnitudes, but humanity needs to adapt to its vices of their own creations.

Can city offer a refuge to oceans of misinformation and its effect on us? There are two ways to analyse the spread of misinformation. First: cognitive bias - and its derivative false narrative, as part of an identity. If Zizek implied that we need to learn how to live with false narrative and that there is no objective truth, the best that we can do is create a dialogue that can serve as Hegelian dialectic. Rather than trying to dispute the beliefs - which will not change anything because of false narrative can sometimes be a part of one's identity, one should try finding a middle ground acknowledging that there is truth in in every argument. In the end there would not be an objective truth, but there would be an agreeable truth.

The second analysis is to see that conspiracy theory is a tool to understand the world that is working against the disenfranchised and now the middle class. The will to consume false narrative came out of the need to survive amidst inequalities that keeps on increasing. Empowering the middle class and involving them in policy making can provide a sense of agency in the day to day happening in the society. However, this can only materialize in communities within the city or a district level. With grassroot based policy making, the general publics can benefit by bettering the lives of the disenfranchised as much as deteriorate the fertile ground of misinformation.

Sexism . and The City
Hagar Abiri

50.8% of the world population are women and girls but this number is not having its weight when it comes to public space planning, a discipline still being dominated by men. Women under represented at all levels of government with less than 15% worldwide women as mayors and up to 36% women representation in European councils and regional assemblies[1]. This article is trying to trace and articulate the problems as well as the potential change triggers, point out the advantages with equality for all public space users and suggest ways to apply equality into the exist urban infrastructure/situation.

Statistic shows that the majority of violent victims are men (victimised by other men) and in cities where the data is available, as in the Netherlands, it shows that most violent crimes take place in the street[2]. At the same time, sexual related violent victims are mostly women.

"In a multi-country study from the Middle East and North Africa, between 40 and 60 per cent of women said they had ever experienced street-based sexual harassment (mainly sexual comments, stalking/following, or staring/ogling), and 31% to 64 % of men said they had ever carried out such acts."[3]

Equality is not women only problem. Looking broadly at the accompanying effects, the phenomenon of inequality in the city or in general, affects the society as a whole. Inequality in the city includes other minorities in the society such as disabled who struggle with physical infrastructure barriers and cultural based discrimination

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1   urbact.eu
2   Fewer women than men fall victim to violence. www.cbs.nl
3   Facts and figures: Ending violence against women out of unwomen.org

towards people with different looks, colour, religious and sexual affiliation but also, about half of them are as well - women.
Equality also refers to a sense of security for all. Where it comes to street violent, the chance that a member of the named minorities will be physically attracted by a woman is very low to non-exist. So, the base assumption is that a public with many/only women, is a safer space for all.

Safe public space generates healthy street life for the city dwellers at all age and also to the tourist in general and women travellers in specific. When in turn, thanks to diversity originated in the attraction of people from all over the country and the world, the city become a creative hub, which improves the urban lifestyle in the city for all.

To generate a safe and healthy public space, we must differentiate between 2 aspects. One is culture and the other is infrastructure. While the first can't be changed by physical modification, the second allow the change if a woman would like to adopt it. As today, equality in culture is very location and/or tradition based and so the aim is not to change how women are perceived in one culture or another but simply to support their daily lives with the right infrastructure and this is where local adaptation to infrastructure is required as there is no 'one size fit for all' in this case. We seem to believe that infrastructure is the problem while in fact, infrastructure was shaped by the culture. What we could do at this point as planners is try and influence the culture by changing the infrastructure and thus the cultural reference.

. culture

The year is 2020 and women are still the ones who are responsible for home/ child care even when working full time. In general, women earn up to 40% less than men, which doesn't compare same

positions but a general gender perception problem. Many women take positions that are payed less (teaching, healthcare etc.) as they have children and they are the ones to care for the household and family what sometimes limits them when choosing training and career. With the COVID 19 women were the first to get the hit and they are the majority among the unemployed recorded since April 2020[4].
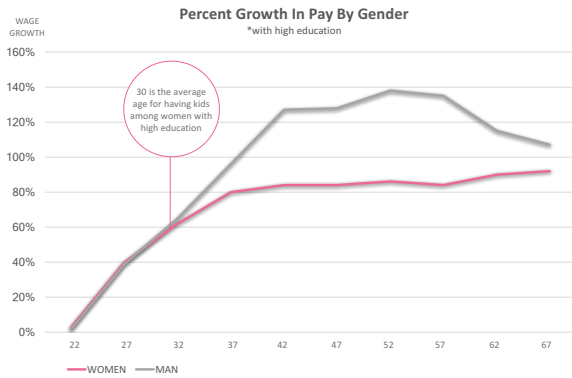
Women are earning less money is a symptom with wider effect.
The round about the age of 30 women start to have kids and from this point on the growth in pay is falling behind from the growth in pay of their fellow men. When it comes to culture, there is a tricky problem with the national ideology sehng the employments rules and it doesn't always comply with the individual ambitions, short or long terms. So, the question of maternity leave is not always an individual question but a question of how is the collective culture and the national interest are supporting discrimination against mothers. In Germany for instants with 1.5% birth rate, the national motive is to encourage birth and this is reflected in the conditions of maternity leave that about two years. For the short term and maybe for some women it might sound like a dream. However, Germany has one of the highest gander wage gap of 30%[5] so for some women - whose their specialisation relies on continuation, who are not interested with staying home so long and for those who are not interested with having kids - that is a problem. As when an employer wants to fill a position, one that takes time to train and require continuation, he will have it mind when having to choose between a man or a woman.
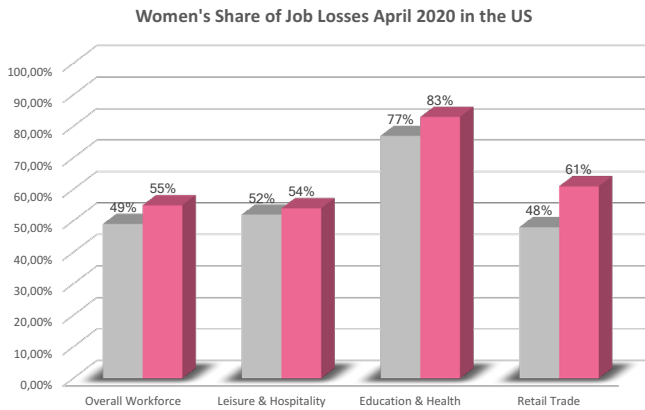
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4   Women made up 49% of the overall workforce, but accounted for 55% of job losses in April. After a Full Month of Business Closures, Women Were Hit Hardest By April's Job Losses/ Claire Ewing-Nelson
5   Why do occupations dominated by women pay less? How 'female-typical' work tasks and working- time arrangements affect the gender wage gap among higher education graduates / Kathrin Leuze and Suzsanne Strauß

Percent Growth In Pay By Gender
*with high education

WAGE
GROWTH

160%

140%

120%

100%

80%

60%

40%

20%

0%

22   27   32   37   42   47   52   57   62   67

30 is the average age for having kids among women with high education

━━━ WOMEN   ━━━ MAN

Women's Share of Job Losses April 2020 in the US

100,00%

90,00%

80,00%

70,00%

60,00%

50,00%

40,00%

30,00%

20,00%

10,00%

0,00%

Overall Workforce	Leisure & Hospitality	Education & Health	Retail Trade
49% / 55%	52% / 54%	77% / 83%	48% / 61%

51

Most businesses, are small businesses[6] (fewer than 100 people) and would be more influenced by the absents of a person for so long. So, to say - to encourage women to bring more kids to the world while assuming all wants to stay home is not helping with the long- term inequality issue. A better solution could have been to allow women to get back to work by improving the child care infrastructure and have it work proximity based rather than home based in the early first years. Examples for such child care exist and demonstrate advantages in performance[7].

Earning less is also depending on the occupation. Female dominated occupations such administrative positions, teaching, nursing all female dominated and offer less income in contrast with male dominated occupations such sonware development, computer system and managing possessions in construction. One reason why women choose to work in such occupations at the first hand or to go through a professional transformation at one point is that it better fits to their reality where they are the main caregiver in the household and can't commit to the time table the male dominated-occupations (set by men) demands[8].

Less income also translates into less women owning/using a private car and therefore are depended more on public transporta.on and cycling as means of mobility. Meaning, women do not only have to carry more duties for less money, but while doing so, they are using the public area more and so, safety in the public transportation system, walking in the street, riding bicycles or scooters at all times

6   Why Americans Are More Likely to Work for a Large Employer, in 20 Charts/ Wall Street Journal
7   Child care in the workplace/ Tracy Trautner, Michigan State University, Sep 14, 2016
8   Why do occupations dominated by women pay less? How 'female-typical' work tasks and working-time arrangements affect the gender wage gap among higher education graduates / Kathrin Leuze and Suzsanne Strauß

of the day are essential for them to manage their daily tasks at all minimum. As said, culture is not so easy to change nor the notion that working hours should be the same for all but if the cities could offer better infrastructure and improve the conditions that will give women leverage in daily the routine.

Religion also play a significant role. The more traditional the society is, the deeper is the traditional gender role segregation and so the need for infrastructure modification is needed. As if women are still expected to be the main care giver in the family (care for the kids and the elderly) while onen also to providing, they need the infrastructure to support their efforts by providing safe, efficient access that will allow them to manage their daily tasks using affordable means.

. infrastructure

In some cities in the world, exist gender separation in the public transportation by creating women only carriages and buses. Though, the concept is to give women a sense of safety and encourage them to use the public transportation, it perpetuates the problem and it is likened to treating the symptoms of the disease instead of curing the cause. Is the only way women will feel safe is by avoiding men? By keeping them segregated? It is an expression of 'victim blaming'[9], marking women as the problem and highlighting them as potential victims. Important aspect to highlight is that law enforcement and zero tolerance towards manifestations of violence must be implemented at all times. Then, if men are the vast majority of perpetrators, they are the ones who should be afraid of the consequences of their actions and not women for their lives, bodies and mind due to others interoperating their cloths, their walk, their

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9   Blaming the Victim/ William Ryan 1972 Random House, Inc, NY, US

look as an invitation to attack them. When you put a bird in a cage - there is no intention to protect it but to own it, to restrict it - to deprive it of its freedom. Even if the cage is made out of gold, it is still a cage. In this case, the cage is sometimes pink and has the text 'for women only'.
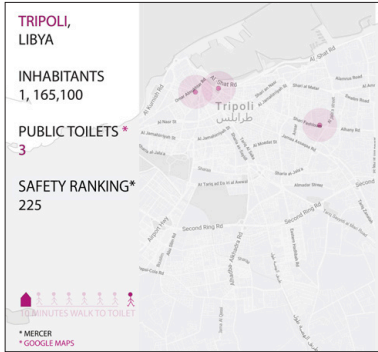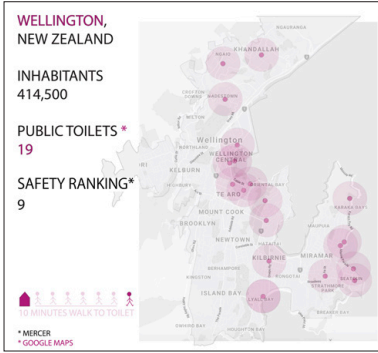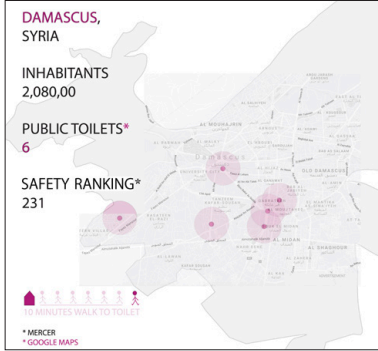
The importance of equality designed city with the adjusted infrastructure is to allow a cultural change once one chooses it. To transform a struggle to an opportunity. Exclusion of women from the public space by not suppling proper infrastructure could also push women to prefer one location over another or exclude them altogether from public spaces where their presence is essential to everyone. Aner consulting women who had experienced attacks in the street, asking them about real situations, regular as well as irregular, here are some main key elements that come in mind and immediate actions that could take place to promote the presents of women in the urban public space and by that will generate safety and better lifestyle for all.

Public toilet. This seems to be the number one priority. Women will consider if to use a public space, many times if not all time, based on the existing of public toilets. Women in general, pregnant women, people with kids (mostly women but not only) people who suffer from metabolic issues and the elderly will avoid public activities, public areas such parks and playgrounds and engaging with the community if there are no public toilets they can rely on. Also, all mentioned above will many times prefer the mall over the street for errands, shopping and entertainment because of the public toilet issue.

In Victorian Britain, most public toilets were designed for the use of men. Women were expected to stay home and care for their husbands and kids. The absents of public toilet deprived women of the freedom to move freely or far from home. This unviable bladder capacity based zone got the very appropriate name 'urinary leash'[10].

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10   The History of Women's Public Toilets in Britain/ Claudia Elphick, Historic

CARACAS,
VENEZUELA

INHABITANTS
28, 455,200

PUBLIC TOILETS *
1

SAFETY RANKING*
222

10 MINUTES WALK TO TOILET

* MERCER
* GOOGLE MAPS

DAMASCUS,
SYRIA

INHABITANTS
2,080,00

PUBLIC TOILETS*
6

SAFETY RANKING*
231

10 MINUTES WALK TO TOILET

* MERCER
* GOOGLE MAPS

WELLINGTON,
NEW ZEALAND

INHABITANTS
414,500

PUBLIC TOILETS *
19

SAFETY RANKING*
9

10 MINUTES WALK TO TOILET

* MERCER
* GOOGLE MAPS

ZURICH,
SWITZERLAND

INHABITANTS
428,700

PUBLIC TOILETS*
19

SAFETY RANKING*
2

10 MINUTES WALK TO TOILET

* MERCER
* GOOGLE MAPS

TRIPOLI,
LIBYA

INHABITANTS
1, 165,100

PUBLIC TOILETS *
3

SAFETY RANKING*
225

10 MINUTES WALK TO TOILET

* MERCER
* GOOGLE MAPS

Public toilet and
safty ranking
around the world

55

Important elements where it comes to public toilet are visibility and inclusive. Visibility is important to reduce vandalism and increase safety feeling when using it by natural public eyes surveillance however, some sense of discretion is needed. Inclusive is referring to all type of potential users, disables, gender and also family booths allowing a parent help their kids regardless of their gender.

In Warsaw, Poland the urban activists group Miasto Jest Nasze (City Is Ours) executed a stunt to highlight the lack of public toilets. They created a fake app by the name of Airpnp calling people to offer their private toilets for money to the public. This action taken by City Is Ours, highlighted the need for public toilets while highlighting the duty of city council towards all residents as some things can't be len for the private sector and sharing culture[11].

In our research we tried to see if the 'urinary leash' still exist and to examine the relation to the safety level of a city. We took the first few cities ranked in the top and few cities from the bottom of the list for life quality ranking in the Mercer (www.mercer.de) and marked the public toilet location according to the information from Google. Part for the difficult task of finding a reliable source to detect public toilets (as sometimes the toilet marked on the map does not exist or is not for the use of the public). We realised that there could be a link between life quality/safety to the present of well distributed public toilet. So, though we can't say what is the cause and what is the outcome, we can say that the public toilet system is a reflection of the society who lives in the city. In the experiment, in the higher ranked cities that are more public toilets with better distribution which encourages women to use the public space. Whereas, in the lower ranked cities, there are few public toilets if at all. In those

UK, historic-uk.com
11   Toilet-sharing "app" AirPnP highlights lack of public bathrooms in War-saw/ Notes From Poland, notesfrompoland.com, Sep 15 2020

cities the numbers of violent cases against women are higher or/and women states is not equal to men's status. The required answer is a better toilet system and a good, reliable source to find the public toilets and share information regarding their maintenance.

Seating arrangements in the public space. In the parks, in the street and in the plazas- seating furniture will be arranged most of the time along the path where sihng is oriented towards the passing crowed. It has the encouragement to look, examine and judge everyone who passes. Because comments are sometimes thrown by men at passing women (though rarely), women will mostly be aware and alert, maybe look down/away and try to avoid passing by a group of men to avoid the possibility of a remark being thrown at them or even just that feeling described - feeling it is never simply walking, as it is for man. Even if nothing will happen - the fear exists and women should not feel as if they have been forced to be part of a show to the pleasure of the ones sihng in the street/park.

Light. Lightning the streets and passages to increase visibility and deterrence of attackers so that they can be identified and / or seen by the public. The use of sensors may direct a more accurate and effective use of lighting by use and therefore it is not necessarily a larger financial outlay or significant environmental pollution than exists today when streets are lit for a fixed hour rather than by use.

. transport

Women in the city are more likely to use public transportation and bicycle over private cars as they do multiple journeys per day and they earn less than men. Whereas men are more likely to use a car for

one destina.on a day[12]. A study conducted in Stanford[13] university in 2012 reviles that use public transportation differently than men due to the "mobility of care" factor, 'Unpaid labor performed by adults for children or other dependents, including labor related to the upkeep of a household'. A study conducted in 2018 by the International Transport Forum[14] explains that 'women have more complicated travel pattern, (so) they tend to prefer more flexible modes' the study highlights that though women are the main users of the public transportation most women still find it unsafe. Women are more likely to use shared mobility and give up driving altogether so if cities want to increase the use of public transportation they should care more for women safety.

The way from the station to the destination is onen completed by other means such bicycle and shared transport means such motor scooters.
In Sweden, they realised that women use bikes more to get to work and manage their other care relating tasks so they invest in bike lanes. A study conducted in the University of Colorado Boulder[15] found that the reason why women in the US are using scooters and bikes less has to do with safety. The little vehicle is not the issue as the lack of safe infrastructure to ride on such proper rodeos. A survey in Germany[16] with 2,000 smartphone users and examination of 228,000 social media mentions relating to e-scooters revealed that only 10% are using the e-scooters 20% are planning to use it and

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12   urbact.eu
13   Public Transportation: Rethinking Concepts and Theories
14   Understanding Urban Travel Behaviour by Gender for Efficient and Equitable Transport Policies/ Wei-Shiuen Ng and Ashley Acker, International Transport Forum, Paris, France
15   Shedding NHTS Light On The Use Of "Liele Vehicles" in Urban Areas/ Kavin J.Krizek, Nancy McGuckin
16   Umfangreiche Studie:E-Scooter-Nutzung in Deutschland/ Michaela Vogel, Brandwatch.

70% are not using nor plan to use an e-scooter. What's interesting is that among the e-scooters users 14% are men while only 4.4% are women.

The discussion found online around the electric scooters revolved around safety issues, regulations, economic and environmental influences but it seems to lack the discussion of women safety. The e-scooters concept fits to the flexibility women require and is a links between the public transport station to home, specially aner dark. That brings us to the road safety issue again and the claim that a proper infrastructure will make the city more accessible for women.

Child care. There is no one system to relate to as each city is different. The common to all though, should be that there are enough child care solutions that matches the demographic demands and guarantee that each family will have a place for the kids in a walking proximity to their place of residence or working place.

The authorities can at all minimum encourage (Ranging from economic incentives to charging a permit) hi-tech and industry hubs to include facilities child care - not only to the benefit of working mothers but to convey a message that child care is not a women task that should be managed by women only.

. lifestyle follows safety follows women welfare and starts with a change

COVID19 seems to have pushed the status of women backwards aner efforts and achievements collected over an entire decade. Today, more than ever it is necessary to improve women's lifestyle.

As to April 2020 women made up 49% of the overall workforce, but accounted for 55% of job losses. Women lost 54% positions in the hospitality and leisure sector. Women in the retail and trade sector who lost their jobs are 61% though women were only 48% of the workforce in total. In the education and health sector 83% of job

losses belonged to women. That teaches us how society deals with the subject matter in fact still today. The numbers demonstrate that there was no significant extensive change. We can offer a base for the change by applying it in the public spaces as it might help to change the narrative once the discussion about women and equality becomes visible and so tangible.

An important lesson is that despite the social perception development over the years, the gloomy numbers and facts collected for this paper demonstrates the urge to have more women representation in key position in the public space planning and in the authorities in general so the change is fundamental, from the bottom up and is not a cynical use of women, designed to silence the consciences of the patriarchy

It goes without saying that changing the infrastructure isn't the only solution, as the misogynic culture itself at most and indifference at least must change. However, the physical change that will shape the way we move around and use in the public space will influence that perception as it does 2 main things - first, admitting there is a real problem and second, showing that there is a real evident effort of fixing it.

Mind The (Commuting) Gap . and The City
Prima Abdullah Surya

Tokyo in 1994 was already a city with one of the lowest crime rates. With only 60 crimes per 100.000 population, it has earned a reputation of one of the safest cities. Unfortunately, not everyone is not experiencing the same sense of safety, at least 70% of women commuting has experience harassment. A women's group in Osaka, Japan's second-largest city, says three-quarters of women in their 20s and 30s who responded to a questionnaire reported encountering a groper - or chikan in Japanese, at least once[1].

There are reasons why it's quite prevalent in japan. First, a relaxed attitude toward gropers. Both society and institutions consider the harassment as a low-level misdemeanour. Some incident mention surrounding passenger was aware of harassment happening, however they choose not to be involved. In other situation, reporting it to the police would not bear any fruit. Police reporting while sometimes complicated - took hours and has no female police officers present while reporting, was also not being considered serious. In one case, the victim was told to reconsider pressing charges because the perpetrator was still a minor with, perhaps a bright future ahead[2]. This unfriendly system, can only deter reports, hence there are only 10% of victim that reports[3].

1   Yamaguchi, Mari. "Japanese Women Run a Gantlet of Molesters on Commuter Trains : Harassment: Few men are caught because many victims simply flee. One survey found that three-quarters of women in their 20s and 30s had encountered a groper. New book by a groper is selling well." 23 October 1994. LA Times. https://www.latimes.com/archives/la-xpm-1994-10-23-mn-53796-story.html
2   "Aoer telling her story, Jenna says police recommended that she not press charges because her alleged assailant was apparently still a minor. Undeterred, Jenna said she still wanted to press charges." - Thompson, Nevin. "What happens when women report sexual assault in Japan?" 16 August 2018 Medium https://medium.com/adinkra/what-happens-when-women-report-sexual-assault-in-japan-19acd5d00b68
3   Brasor, Phillip. "Japan struggles to overcome its groping problem" 17

Furthermore, institutionalized misogynism allowed for self-confessed groper to published a book. The book titled Gropers Diary sold out its 40.000 first print and it was on its way to published second print, before women group put pressure on publisher to cancel. The glorified sex offender however was free to roam the streets of Tokyo[4].

Other reasons were because groping is still considered minor harassment. This is inaccurate then as it is now. Groping does not only include over the clothe touching, but also finger trusting in the nether region[5]. And the victim does not only comprise of women 20 to 30 years old, but also 13 years old[6]. What was considered as only as harassment should be considered sexual assault.

However, 1994 Japan was putting effort to curb groping. The issue, which has only been shrugged off as another distasteful nuisance, was then started to recognize both the extent and the human cost of this so called low-level sexual crime. The city implemented policies to help battle these gropers: mobilizing more than 70 officers in the most groping incident take place; assigning a permanent counselling corners--staffed by female officers in two of the biggest station, Tokyo Central and Shinjuku[7].

Merch 2018. Japan Times https:// www.japantimes.co.jp/news/2018/03/17/national/media-national/japan-struggles-overcome-groping- problem/
4   Parry, RL. "The Tokyo commuter who groped his way to celebrity" 05 April 1997. The Independent. https:// www.independent.co.uk/news/world/the-tokyo-commuter-who-groped-his-way-to- celebrity-1265562.html
5   Wudunn, Sheryl. "On Tokyo's Packed Trains, Molesters Are Brazen" 17 December 1995. New York Times. https://www.nyAmes.com/1995/12/17/world/on-tokyo-s-packed-trains-molesters-are-brazen.html
6   Dayman, Lucy. "Groped, Scared, Disgusted: Stories Of Dealing With Chikan In Japan" 28 May 2018. savvytokyo. https://savvytokyo.com/groped-scared-disgusted-women-share-stories-of-dealing-with- chikan-in-japan/
7   Parry, RL. "The Tokyo commuter who groped his way to celebrity" 05 April 1997. The Independent. https:// www.independent.co.uk/news/world/the-tokyo-commuter-who-groped-his-way-to- celebrity-1265562.html

Today, crime rate in japan is even lower compared than 20 years ago[8]. Japan gun related crime has only 3 death compared in US 15,612 death[9]. Unfortunately even with all the effort Tokyo invested in, Tokyo women still experience a similar situation, if not worse.

More technology is being used to battle harassment from using CCTV, Apps that makes loud noise that scare off harasser, having all camera phones making an audible shutter sound, to an apps that inform a *chikan* - aptly named chikanradar[10].

Unfortunately, a survey conducted by WeToo Japan in 2019 still found that 70% of women and 30% of men said they have experienced public harassment. At least 48% of women and 9% of men reported being touched, whereas 42% of women and 12% of men said strangers had pressed their bodies against them suggestively. And around 20% of female respondents reported strangers exposing themselves[11].

Non-sexual physical violence was also a following concern. Not less than 19% of women said that they had been hit by someone, with a slightly lower 16% of men also having experienced assault.

Groping is so prevalent in Japan, the word chikan has since became a global verbatim. But to say that this a problem that only happened

8   "Japan Crime Rate & StaAsAcs 1990-2021." Macrotrends. https://www. macrotrends.net/countries/JPN/ japan/crime-rate-statistics
9   "Gun Crimes in Japan Remain Rare." 19 April 2018. https://www.nippon. com/en/features/h00178/
10   James, Lauren. "Six ways Japanese women can deter gropers on trains and sexual harassment, from sAckers to stamps" 2 September 2019. South China Morning Post.https://www.scmp.com/lifestyle/travel- leisure/arAcle/3025325/six-ways-japanese-women-can-deter-gropers-trains-and
11   Aizawa, Yuko. "Lioing the lid on Japan's harassment problem." 30 Jan 2019. NHK-Japan. https:// www3.nhk.or.jp/nhkworld/en/news/backstories/361/

in Japan cannot be further from the truth. In 2007, an online questionnaire found that 63% of New York public transit users had been sexually harassed on the subway or at a subway station. In 2014, around 20% of Los Angeles public transit users said they felt unsafe in the past month due to unwanted sexual attention on the Metro. And in 2016, 21% of Washington, D.C., public transit users were victims of sexual harassment[12].

In Cairo and Alexandria, Egypt, as high as 99.3% of women surveyed reported having experienced sexual harassment, most commonly in the form of touching or groping[13]. Korea Transport Institute published about 26% of the women said they experienced sexual harassment on buses and 21% on the subway, compared to 2.3% and 2.4% of men respectively[14]. ITDP Brazil's study Women and Children's Access to the City, conducted focus group discussions with low-income and black women in the outskirts of Recife's Metropolitan Area and found that harassment was perceived an inevitable occurrence in women's daily life[15].

Sexual harassment in public transportation is not solely an issue that a single culture has to deal with. Neither an exclusively developing or developed country issue. And what is probably surprising: it is not

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12   Yahnke, Katie. "Sexual Harassment Statistics: The Numbers Behind the Problem". 16 April 2018. I-sight. https://i-sight.com/resources/sexual-harassment-statistics-the-numbers-behind-the-problem/
13   Alam, Muneeza Mehmood. "Women in transport: Safety and personal security" p.24-25. ITF (2018), Women's Safety and Security: A Public Transport Priority, OECD Publishing, Paris.
14   Han Sang-hee. "1 out of 4 women experience harassment during commute" 26 Jan 2011. The Korea Times. http://www.koreaAmes.co.kr/www/news/nation/2011/01/117_80409.html
15   Shah, S. and Bortolon, L., 2021. Creating gendered mobility plans to enable safe and secure transport: Challenges and ways forward for India and Brazil. In: Women's Safety and Security: A Public Transport Priority. Paris: OECD Publishing, pp.25-26.

problem that only women faced, but also men.

. the gap and the map

In 2012, Jyoti, a 23-year-old medical students, and her male companion were raped and tortured on a moving bus. She survived for 11 days and managed to name the perpetrator before succumbing to her injuries. The incident sparks public outcry in India and all over the world. According to Eve Ensler - an activist who worked on sexual violence for 15 years in India, the incident broke through the consciousness and was on the front page, articles every day, public discourse, student college discussion. India was taking action in fast tracking the laws, sexual education, and bases of patriarchy and masculinity and how it all can lead to sexual violence[16].

And The City tried to analyse the condition of New Delhi harassment map based upon reports compiled by Safecity. The data then converted into a heat map that can translate where harassment and violence happened. Included within this numbers are verbal, non-verbal, physical, and others. Samples were taken from three places within New Delhi where the incident occurred: Central Delhi, Munirka, and Dwarka. Munirka to Dwarka was where the supposed route Jyoti took to commute home. By analysing the map, the public can pin point where to improve.
Dwarka is a residential area located in the western most New Delhi. The area is assigned as a diplomatic enclave and being developed as smart sub-city under Delhi Development Authority. In the map area indicate KM Chow has the highest harassment report. Munirka is

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16   Interview with Eve Ensler in democracynow.org. "One Billion Rising: Playwright Eve Ensler Organizes Global Day of Dance Against Sexual Abuse" 14 February 2013. Democracy Now https:// www.democracynow.org/2013/2/14/one_billion_rising_playwright_eve_ensler#transcript

Map showing the New Delhi - North

Map showing the New Delhi - Munirka

Map showing the New Delhi - Dwarka

an urban village located in South-West Delhi. The area is closed to Jawaharlal Nehru University and Indian Institute of Technology Delhi campuses. Close to Munirka there's also high number of harassments in Hauz Khas, which is a popular area for backpackers.

However, the incidents in both places are not as occurring as much as Paharganj. The area was a backpacker hub since in the 70's, due to its popular cheap lodgings and restaurant. Unfortunately, the area also had a bad reputation in relating to women safety. Not only that there is a high number of sexual assaults, there is also history of

sexual trafficking with minors from neighbouring country. Hotels and lodgings are known to engage in sex trade, and other illicit activities resulting in the death of tourist. The local tourism body encourage local and international backpacker to stay instead in Hauz Khas.

India is one of the few countries that easily provide accessible map to harassment and violence. The map should not be seen only as how the city mentioned has a level of misogynism, but also should be seen as a high level of awareness to what is considered as harassment and assault and eagerness to address the problem. Having a map of harassment is a better progress than not.

That was one of the extreme realities in the world where public transportation failed to provide a safe space. But safety alone is not the problem, there are further subsequent difficulties faced by women. An analysis from Office of National Statistic shows that women in UK are more likely than men to leave their job because of a longer commute. Women tends to be the main providers of childcare and unpaid work, while men are more likely to tolerate longer journey in return for higher pay[17]. The analysis, however, did not menAon safety as one of the reasoning. Even though there are reports that indicate women in UK experience similar problem in Japan albeit within a smaller number.

However, according to Sarah Kaufman, of New York University's Rudin Center for TransportaAon, Women in New York spent hundreds of dollars each year on ride-sharing apps and taxi services, both for convenience - when carrying a stroller up and down subway steps,

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17   Office for National Statistic. 4 September 2019. https://www.ons.gov.uk/ employmentandlabourmarket/ peopleinwork/earningsandworkinghours/articles/ thecommutinggapwomenaremorelikelythanmentoleavetheirjoboveralongcom-mute/2019-09-04

and for personal safety[18]. In other research women modified their behaviour in ways such as avoiding a particular train line or dressed differently. These modifications result an additional median cost of $600 compared to $0 for men[19]. Women in low-income industries, often juggle work in remote places with shifts in the early morning or late evening. If they don't have a vehicle, they're reliant on public transportation, which brings a whole new set of potential encounters with harassment, catcalling or worse. Women in these situations may avoid a job altogether for fear of a potentially dangerous commute.

Access to work is not the only aspect hindered by fear for safety. In Rwanda, a study showed that 55% of women were concerned about their safety when going to educational institutions after dark. In India, girls 15-19 years old try to ensure their own safety by avoiding certain places, staying indoors after dark, dressing carefully, and carrying defensive weapons such as pepper spray and safety pins[20].

Limited access to education due to commuting safety also happened in US. A limited school transportation was linked to decreased school choice. Schools that are considered good are more likely located in a higher income area, therefore children with a lower income, minority, single parents, or parents with less education will most likely not have access to such school. Low-income students generally have farther to go and less capacity to get there[21].

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18   Carpenter, Julia."The hidden costs of commuting while female" 27 September 2018 CNN Bussiness. https:// edition.cnn.com/2018/11/27/success/women-commuting-gap/index.html
19   Shibata, Seiji. "Are women-only cars (WOC) a solution to groping? A survey among college students in Tokyo/ Kanagawa, Japan" 19 January 2020. T and F online https://www.tandfonline.com/doi/full/ 10.1080/01924036.2020.1719533
20   Natarajan, Mangai. Rapid assessment of "eve teasing" (sexual harassment) of young women during the commute to college In India. Crime Sci (2016)
21   Cornwall, Gail. "How Lack Of Access To Transportation Segregates Schools" 1 May 2018 Forbes https:// www.forbes.com/sites/gailcornwall/2018/05/01/

Not having a safe means to commute reduces the freedom of movement for women and girls. Furthermore, not only it's detrimental to pay gap, but also access to job opportunities, education, and healthcare services.

. the city

Emily May the founder of Hollaback! believes public transport will be the next frontier of the #MeToo movement[22]. Can the city help address the problem?

There are visible - and someAmes designed solutions, that can be employed. One of which is separate trains. Cities the likes of Jakarta and Tokyo offers women only train. Jakarta had a separate train in 2012, which was removed in only 7 months because it was largely empty. In 2019 the separate train was resurrected aoer a survey 58% respondent claim a dedicated car was a necessity[23]. In Tokyo 82% women favoured the introduction of separate train, even though much less prefer to use it. Leipzig, Germany also introduces separate train which was received with mixed reception, some welcome while others consider it backward.

But separate train doesn't indicate an effective measure to stop harassment. One of the reasoning was, having a separate train will helped accuse the victims in the mixed train of putting themselves

why-tech-is-prepping-to-overhaul-school- transportation
22   Wills, Kate. "Which city is the worst for sexual harassment on public trans-port?" 8 Oct 1029. The Guardian. https://www.theguardian.com/cities/2019/oct/08/which-city-is-the-worst-for-sexual-harassment-on- public-transport
23   News Desk."MRT Jakarta to designate women-only cars during peak hours". 13 March 2013 thejakartapost.com https://www.thejakartapost.com/news/2019/03/13/mrt-jakarta-to-designate- women-only-cars-during-peak-hours.html.

at risk[24]. While it is a considered as backwards and a form of discrimination, many see it a means of survival.

SNCF - France state-owned railway company, offer other design-based solution: better lighting, clear line of sight, eliminating nooks, corners, and isolated area that may facilitate assault, lively waiting areas in which they feel comfortable, friendly drivers and public transport staff to promote trust. Along with a greater presence of transit and local police, visible video cameras to document and deter assaults, and training for transit operators on the best ways to de-escalate confrontations.

Another success example in Mexico is Hazme el Paro. The project included a marketing campaign that defined actions for bystanders to follow so as to become interveners in a non-confrontaAonal manner as well as a community and sector training (bus drivers, policemen) and IT components, such as, installing Wi-Fi in buses and making a mobile application available for reporting different kinds of sexual harassment. The project resulted in changing behaviour of the public as reflected in their higher willingness to act against instances of harassment, mainly by men. The perception of risk increased by 15% in the treatment group, which can be interpreted as a proxy for increase in awareness of the security situation.
Design wise creating a safe space and the perception of space is a way to encourage safety itself. However, separation is not the best gesture to form an equal society. Separate train is a form of escapism, trying to patch the current problem with temporary solution while ignoring a bigger problem: Sexism.

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24 Shibata, Seiji. "Are women-only cars (WOC) a solution to groping? A survey among college students in Tokyo/ Kanagawa, Japan" 19 January 2020. T and F online https://www.tandfonline.com/doi/full/ 10.1080/01924036.2020.1719533

A recommendation from US Department of Transportation is a better communication with women. Local transit agencies are encouraged to consult with the public on planned services to help determine locally preferred options and to prepare for changes to services and routes within the community, and to consult with women's group and civic advocate on their behalf. It's difficult to recognise a problem if you aren't the one who experiences the problem. Furthermore, the local transit agencies are encouraged to Include innovative use of information and communication technologies to report cases of harassment.

Perhaps what is missing from Tokyo is woman involvement in decision making. This difficulty is addressed by European Transport Worker Federation as they aim to increase women in transport. However, this effort was also faced with its own problems. According to the 2017 survey by the European Transport Workers' Federation 63% of respondents had faced violence: 49% from customers, 22% from colleagues and 17% from the management. Among the women who reported an incident, 80% did not believe that their complaint had negative consequences for the perpetrator, or made the workplace safer. This is a serious concern for women who seek to develop careers in the transport sector.

US Department of Transportation see similar problems and after surveying they received input to provide greater presence of transit and local police, video cameras to document and deter assaults, and training for transit operators on the best ways to de-escalate confrontations. When these efforts were implemented in Los Angeles METRO bus system, it resulted in a 39% decrease in total crime and a 60% decrease in operator assaults between 2017 and 2018[25].

25   Plan International Expert Survey: Girls' Safety in CiAes Across the World. 2018. https://plan-international.org/ publications/expert-survey-girls-safety-cities

Japan economy has only prioritize empowering women in the past decade[26]. Unfortunately this is reflected in their effort to involve women as lawmaker In Japan. Only 46 of 465 lower house lawmakers are women - a shy from 10%, compared to 25% global average and 20% average in Asia[27]. Japan Ranked just below Democratic Republic of Congo.

If women and girls are safe on public transport, it improves their access to educational and economic opportunities. For people with a disability, accessible transport is essential to securing employment and covering their own costs of living. And improvements in accessibility can benefit many other urban residents, notably the elderly[28].

Last but not least, men and women have a role to play in addressing the root causes of gender inequality, discrimination and violence, namely by promoting a culture of respect and equality for everyone in all contexts: at home, in schools, at work and in public spaces. Aside to that, a good credible data, can reliably help to inform policies and programmes, as well as assess any progress. In the end, design can only do so much. promotoing the full participation and leadership of women, children, people with disabilities and other vulnerable groups on issues that affect their lives is a necessity.

26   McCurry, Justin. "Japan is a 'democracy without women', says ruling party MP" 23 September 2020 The Guardian. https://www.theguardian.com/world/2020/sep/23/japan-is-a-democracy-without-women- says-ruling-party-mp
27   Wakatsuki, Yoko. Jozuka, Emiko. "Japan has so few women politicians that when even one is gaffe-prone, it's damaging"22 October 2020. CNN https://edition.cnn.com/2020/10/21/asia/japan-women-politics-hnk- dst-intl/index.html
28   Fernandez, Elisa, et al. "From "City of Peace" to Safe Cities for Women and Girls" 8 March 2019. UN Women. https://asiapacific.unwomen.org/en/news-and-events/stories/2019/03/city-of-peace