



***Women's Needs and Land-Use Planning***

***The Case of Tulkarem, Palestine:***

***احتياجات المرأة و تخطيط استعمالات الأراضي :  
طولكرم / فلسطين نموذجاً***

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***Birzeit-Palestine***

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**Faculty of Engineering**

**Master Program of Urban Planning and Landscape Architecture**

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**A Thesis submitted to faculty of Engineering at Birzeit University in partial fulfillment of the requirements for the master degree of Urban Planning and Landscape Architecture**

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## ***Abstract***

This study investigates the relationship between women's needs and land use planning in the context of Tulkarem. Women in the city of Tulkarem, as users of urban areas, have practical and strategic needs, women suffer disadvantages within a built environment with little interest in their needs. Therefore, the main objective of this study is to contribute to the general awareness of women's needs and how women's experiences of their needs influence their daily activities in residential, employment and service zones in addition to transportation facilities. The study targets women both in the new neighborhood and the city center of Tulkarem.

To explore women's needs in relation to their activities, the concept of behavioral setting is used. This concept has three main components: physical, social and cultural components, which are interrelated with the needs component.

Direct observation, questionnaires, in addition to interviews with women were used for data collection and examining the research problem. The main conclusion of this study is that women's Privacy needs are more relevant to women in residential zone as cultural need, while they were met to a lower degree than other needs, according to transportation facilities women's needs have been met to a lower degree than any other elements for both women in the city center and new neighborhood, and the compact traditional urban form comply with women's specific and basic needs in the city of Tulkarem in the lower degree than new neighborhood. The outcome of this research provides suggestions for developing land use plans which will enhance women's daily activities in the city.

**Key words:** *women's needs, land use plan, everyday life activity, Tulkarem*

## ملخص

يتمحور موضوع الدراسة حول العلاقة ما بين احتياجات المرأة و تخطيط استعمالات الأراضي في مدينة طولكرم , و بما ان للمرأة في أي محتوى ثقافي لديها احتياجاتها العملية و الاستراتيجية و عدم الأخذ بهذه الاحتياجات أثناء عملية التخطيط أدى إلى ظهور بعض المعوقات في حياة المرأة أثناء تواجدها في البيئة الحضرية و قيامها بنشاطاتها الروتينية , حيث تهدف هذه الدراسة إلى زيادة أعرافه فيما يتعلق باحتياجات المرأة في مدينة طولكرم كنموذج دراسي في فلسطين و لاي مدي مخططات استعمالات الأراضي تفي باحتياجات المرأة من خلال قياس تجاربها الشخصيه أثناء القيام بنشاطاتها اليومية في البيئة الحضرية في كل من المنطقه السكنية و منطقة العمل و الخدمات و أثناء ارتيادها أو استخدامها مرافق المواصلات المختلفة حيث استهدفت الدراسة كل من النساء في وسط المدينة و النساء في المناطق الجديدة ( منطقة جبل السيد ) نموذجاً في مدينة طولكرم.

لدراسة احتياجات المرأة و علاقتها بتخطيط استعمالات الأراضي تم الاعتماد على مفهوم السلوكيات في المحتوى الثقافي ( behavioral setting ) . حيث يعتمد في تحليله لاحتياجات المرأة على ثلاثة عناصر ( العناصر الفيزيائية , العناصر الاجتماعية , و العناصر الثقافية ).

لتحليل و دراسة أمشكله و جمع المعلومات تم استخدام منهجية الملاحظات المباشرة و المقابلات , و الاستمارة . حيث تتمحور مخرجات الدراسة حول كون احتياج المرأة للخصوصية من أكثر الاحتياجات علاقة بنشاطات المرأة اليومية و خاصة في المنطق السكنية , و مرافق لمواصلات هي من العناصر التي تحقق احتياجات النساء بدرجة متدنية جداً مقارنة بعناصر مخططات استعمالات الأراضي الأخرى . حيث أن هذه الاحتياجات محققه بدرجة متدنية مقارنة باحتياجات المرأة في المناطق الجديدة في مدينة طولكرم .

## ***Chapter 1: Introduction***

In this study, I seek to study and explore women's needs and the extent to which land use components contribute these needs to enhance women's everyday life activities. The study targets women's contemporary activity in the city of Tulkarem.

The overall goal of equality between women and men can be achieved through addressing two types of needs: practical and strategic (see point (3:4)p:32-34). Therefore, inclusive urban planning seeks to address the various needs of all members of a community in the most equitable way possible, such as, understanding the gender dimensions in the society and highlighting the different needs and views of men and women in terms of the settlements in which they live (Bowlby; Foord; McDowell.1986). Gender is a need for the specific acknowledgment of women's needs when applying gender perspective to areas of public policy including planning (Greed, 1999). This will influence men's and women's roles, responsibilities, opportunities and access to different land use elements.

Feminist urban theorists assert different views of urban spatial structure In which gender is an organizing force that creates equality. In this view, current land use concept oriented to female's activity patterns meets the needs of women who combine between productive and reproductive activities, waged and domestic work. the way these activities are conducted differ from one society to another and from one woman to another to meet their needs. needs are reflected in the activity and the specific way of carrying out those activities (Rapoport,1980).

To explore women's needs in relation to their activities, land use plan is defined as a combination of form, patterns of behavior, interaction of systems and the

organizational rules which arrange these systems (Cook, 1989). In this study, the concept of behavioral setting is used. This concept has three main components: physical, social and cultural components, which are interrelated with the needs component. (AL-Bishawi, 2008)

The current concept of land use planning is based on functionalism whose main concern is to provide basic and standardized functions without any consideration of specific or individual needs. This differs in relation to culture, gender and race. Most studies explain how the two types of land use, compact and sprawl, They do not clarify how women's experience of their needs influence their daily activities in relation to different type of land use plan. Most studies are conducted in the western contexts and do not explain enough about the relationship between land use plan components and women's needs. This study contributes to the perception of women's needs and land use plans, particularly in the Eastern context.

The focus of this study will be on the city of Tulkarem, which can be considered to be a representative Palestinian city influenced by political conflicts and Islamic culture. The study was conducted in two areas: the city center as compact traditional urban form and the new neighborhood on Nablus -Tulkarem street as sprawl urban form

Land use plan, considered as a context of women's everyday life activities, consists of three main components: physical, social and cultural (Based on AL-Bishawi):

- The physical components include: the location of function, road system physical layout and the width of the sidewalks and roads.

- The social components include: the type of function as commercial use, users of the space, time, access of care and strangers.
- The cultural components include: both formal and informal written rules and regulations. (religious, family, society's rules, and travel behavior),

**In** this study, women`s experiences of safety, security, privacy, comfort, day care and children play needs are addressed in relation to these three components of land use plan. suggests solutions for developing land use plan according to women's contemporary needs in residential, employment and service zones as well as of transportation systems. This is paramount to facilitate women's daily activities and enhance their roles in the society.

### ***1:1: Identification of the problem:***

**In** many communities, shift from an agricultural to an industrial and commercial base, leads to a rapid growth in rural-to-urban development. As a part of modern internationalization, these changes leave their footprints on women's social roles and life patterns, as users of urban area, as well as on their participation in paid force due to increasing living standards. .As a consequence of increased employment and autonomy, women appear in different locations, use public spaces and transportation facilities at different times of the day than they used to and are less likely to be accompanied by a spouse (Handy, 2004). The new concept of land use planning based on sprawl urbanization and avoidance of compact cities this leads to separation of the daily activities, work, care, housing, shopping, recreational facilities and increases the mobility through urban areas. Women face challenges to meet their

needs when they handle their daily activity, were needs is the action of a proper activity and reflected in the activities, (Rapoport,1995).

**R**esearch and human experience have showed that women suffer disadvantages within a built environment with little interest in their needs (Stimpson 1981, Roberts 1991), The new concept of land use planning is generally based on functions without considering properly the users and their needs. Modern research and planning professions lack focus on fulfilling women's needs in urban planning, as is the case in the Eastern context in Palestine. Tulkarm was one of twenty-five towns to have a municipal council, (Abdulhadi,1990), That led to changes in planning practices. Municipalities rather than residents, became responsible for planning that focused on functional and welfare needs, especially vehicle access. (Bianca, 2000), At that time, the significant changes in the spatial structure of the city of Tulkarem affected residents social life.

**T**he socio-cultural aspects of societies have changed particularly in relation to women's daily activities and their role in the society as taking care of their families, and their participation in the paid workforce . Women's life style has clearly changed and been influenced by both modern life style and Islamic culture. In the context of Tulkarem, these changes are as follows:

- The increasing of educated women, especially those holders of university degrees, led to women enrollment in a lot of professional activities, and led to economic growth (Palestinian Central Bureau of Statistics, 2008). The Israeli occupation has had major effect in forcing women into the labor force to meet the rising costs of living.

- In 1967, substantial changes occurred in the city of Tulkarem, particularly after the Israeli occupation of the city, annexation of Shuweika and Irtah to Tulkarm city made the agricultural land of Tulkarm less and badly damaged its fringe, therefore Tulkarm continued to be characterized by building sprawl (Center for Planning and Studies, 1989). During that period, a drop from 14,2% to 20% of the women labor force in agricultural was witnessed (Abdulhadi,1990).
- Women had to bear all family responsibilities since men have left for work in Israel, or been deported or imprisoned by the Israeli authorities, or else forced to emigrate. In addition, the city of Tulkarem has been transformed into a community of women and children, where men return after work only at night.( Tulkarem municipality archive, 1999).

Tulkarm represents a case to study and analyses women's social life, where the spatial structure converts from compact traditional structure to sprawl, and from rural agricultural community to urban community. This has a social, economic, and cultural impact that leads to a change in women's social roles in the city of Tulkarem as a eastern context.

An important area where the impact of these changes can be identified is the land uses. The segregation of uses has led to isolated and low density zones for commercial, and residential areas, which are randomly located and only linked by transportation facilities,. This situation creates difficulties and restrictions on women's urban area particularly in the fact that women have a lees of availability of time use, particularly in the fact that women become unable to handle their responsibilities inside and outside their dwellings. It is evident that the problem lies in land use plan as a functional and legal administration plan. This reflects the need

for increased research on the fact that women in the city, as users of urban areas, have practical and strategic needs that should be addressed in urban planning.

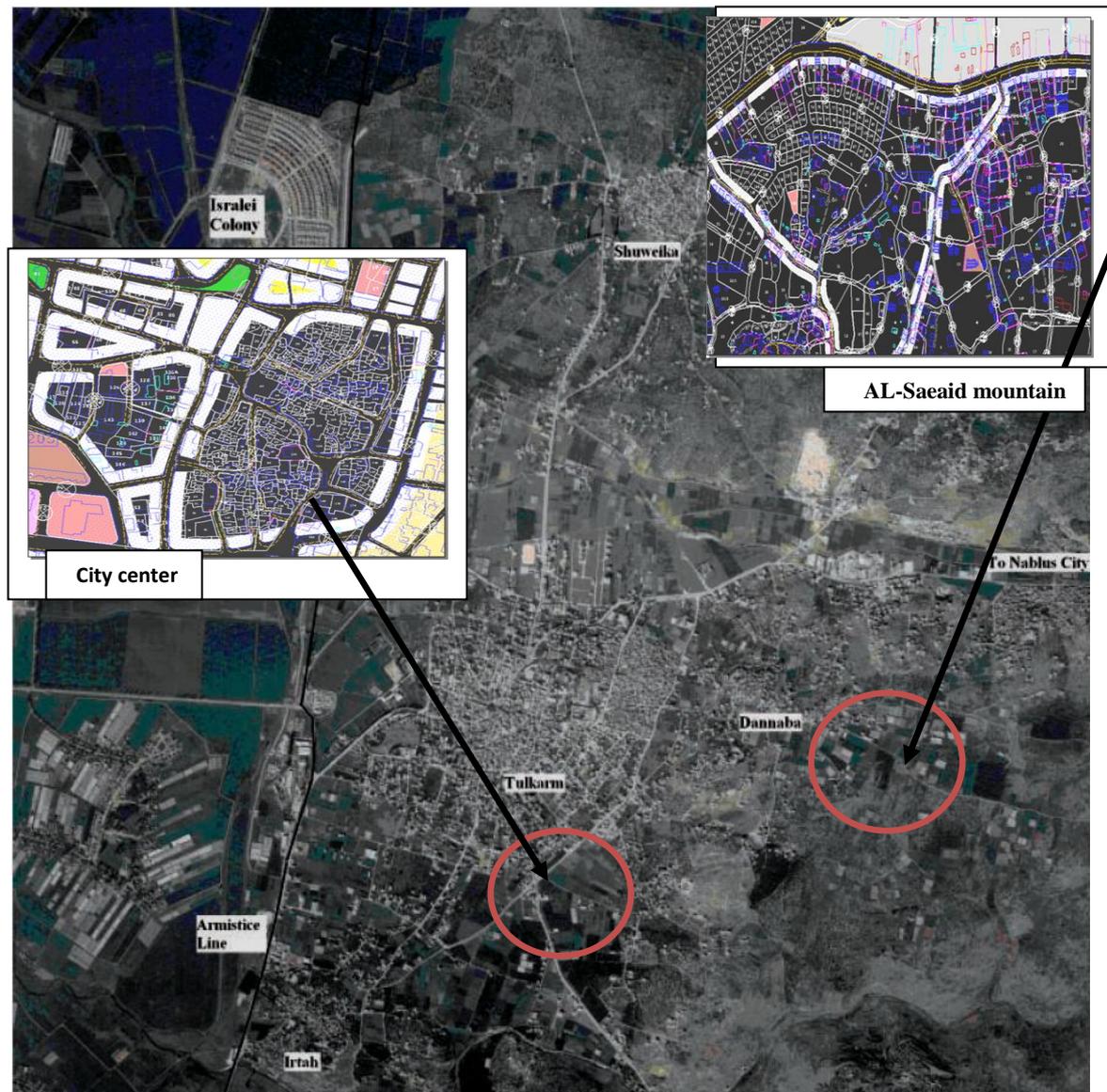
### ***1: 2: Objectives:***

The main objective of this study is to contribute to the general awareness of women's needs and how they are influenced by land use planning in the eastern context. Therefore, The study aims to achieve the following objectives:

- Examining the contemporary phenomenon (urban sprawl) and the new form of land use plan in the city of Tulkarem, and to what extent these two urban forms influence women's needs in relation to their daily activities.
- Identifying the relationship between women's needs and land use planning.
- Identifying the needs which are mostly related to women in the context of Tulkarem.

To investigate the relation between women's needs and land use planning the study followed an analytic strategy covered two areas as representative example of tow type of urban form, compact traditional urban spatial structure and sprawl.

To understand how women needs is met in these area, the first area is located in the downtown to the city of Tulkarm as representative example of compact traditional urban form,(map,1:1) the second area is a new neighborhood in Tulkarem (AL-Saeaid mountain) , as a representative example of new urban form.(Map, 1:1 ).



**Map1:1:** Map show the first study area located in the city center and the second study area new Neighborhood (AL-Saeaid mountain) . **Source :** Tulkarm Municipality, archive section,1988.

### ***1:3: Research question:***

To achieve the objectives mentioned above , the following main question is raised:

*How does the land use plan of Tulkarem influence women's experience of their needs?*

**The main question can be divided into the following sub questions:**

1. **T**o what extent women's experience of their needs is influenced by land use components in transportation system, residential zone, employment and service zone .
2. **T**o what extent women's experience of their needs is influenced by their personality system?

### ***1:5: Structure of the thesis:***

The dissertation is contained one volumes; consists of the chapters as follows:

- Chapter one is an introductory chapter to the whole work. It includes an introduction to the study; research problem, questions, and methods.
- Chapter two is concerned with the case of Tulkarem; society, location, climate, urban growth, land use plan in the city of Tulkarem, and women in Tulkarem.
- Chapter three is concerned with literature related to the research question in several disciplines: land use plan study, women everyday life activity as a contextual perspective, women needs.
- Chapter four is concerned with the methods on both theoretical and practical levels.
- Chapter five is concerned with the result of observations and interviews which are conducted on the land use plan components related to women needs in the city of Tulkarem and needs which are specific in this context. The analyses are conducted both qualitatively based on the collected data from the observations and the interviews with relevant people and quantitatively based on the collected data from the questionnaires.
- Chapter six is concerned with discussion of the results.
- Chapter seven is concerned with conclusions of the study and suggestions.

## ***Chapter 2: The Case of Tulkarem***

This chapter covers the context of Tulkarem, its location, demographical trend, urban growth, women and the social life of the city, in addition to a physical analysis of the present land use plan.

### **2:1: Background:**

By the end of the British Mandate and the establishment of Israel in 1948, Palestinian settlements experienced a new period of growth under the new system. It was evident that rates of urban growth in built-up areas were fairly high. In most of the Palestinian villages and towns, the number of buildings increased due to immigration from the sector under Israeli control. (Efrat, 1982). The urban settlements witnessed increased building sprawl and the general layout and size shifted expansion of their municipal boundaries (Grossman, 1986), Tulkarm city experienced planning and regulation of its development under five different regimes during the past century. These regimes left their footprints on the city's physical structure, affecting its growth pattern. Ottoman rule, the British Mandate, Jordanian rule, Israeli Occupation and the Palestinian National Authority each ruled the area and contributed to the recent shape and physical spatial structure of Tulkarm City and has a foot print in the resident social life. Tulkarm represents a unique example where the spatial structure is converted from compact traditional structure to sprawl, and from rural agricultural community to urban community, resulting in a social, economic, and cultural effect.

### ***2:2: Location and site of Tulkarem:***

Tulkarem is located in the middle of the eastern edge of the Palestinian coastal plains. It lies on the northern latitude 32, 19 and the eastern longitude 35 (Coon, 1991). Nowadays, Tulkarem comprises three villages Showaikah, Thennabah

and Irtah, which are situated on four small hills with a height of 70 to 130 meters above sea level, (Map 2.1).



**Map2.1:** location of the city of Tulkarem in Palestine.  
**Source :** Thawaba, 2009

Tulkarm had been a small village, but it has expanded since the beginning of the 20th century. This development came despite the fact that the Jordan Armistice border of 1949 encircled Tulkarm in the southwest, west and north-west. Tulkarem is a commercial center and the gates to the 1948 land (Abdulhadi, 1990).

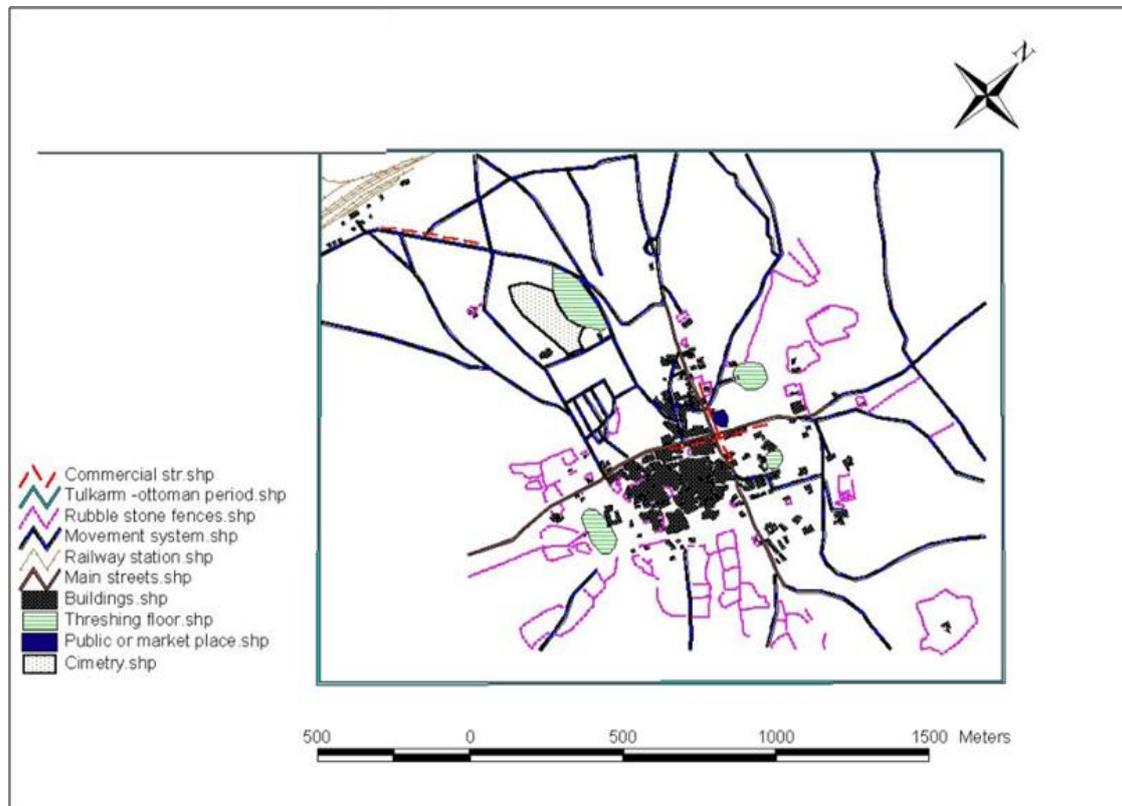
### ***2:3: Demographical trend:***

Right up until early 1900s, Tulkarm had been a small village, but it has been expanded since then, because of its function as an important crossroads. Over the past century, Tulkarm developed rapidly from a village of a population less than 2,000 and 88 buildings to a city of 39,058 people and 3,782 buildings in 1985. Between 1931 and 1961, Tulkarm and its satellite towns of Shuweike, Dhinnabe and Irtah maintained an average population increase of around 2 percent.

There was a jump in the population number of Tulkarm town after 1948 when Palestinian refugees settled in after being deported from their lands and homes. Subsequently, the population of Tulkarm dropped dramatically after the war of 1967 when the Israeli occupation forced thousands of Palestinians to flee to Jordan. In 2010 the population in the city of Tulkarem increased to 921.50 people, (Mahrouk,1995).

#### ***2:4: Planning and Development:***

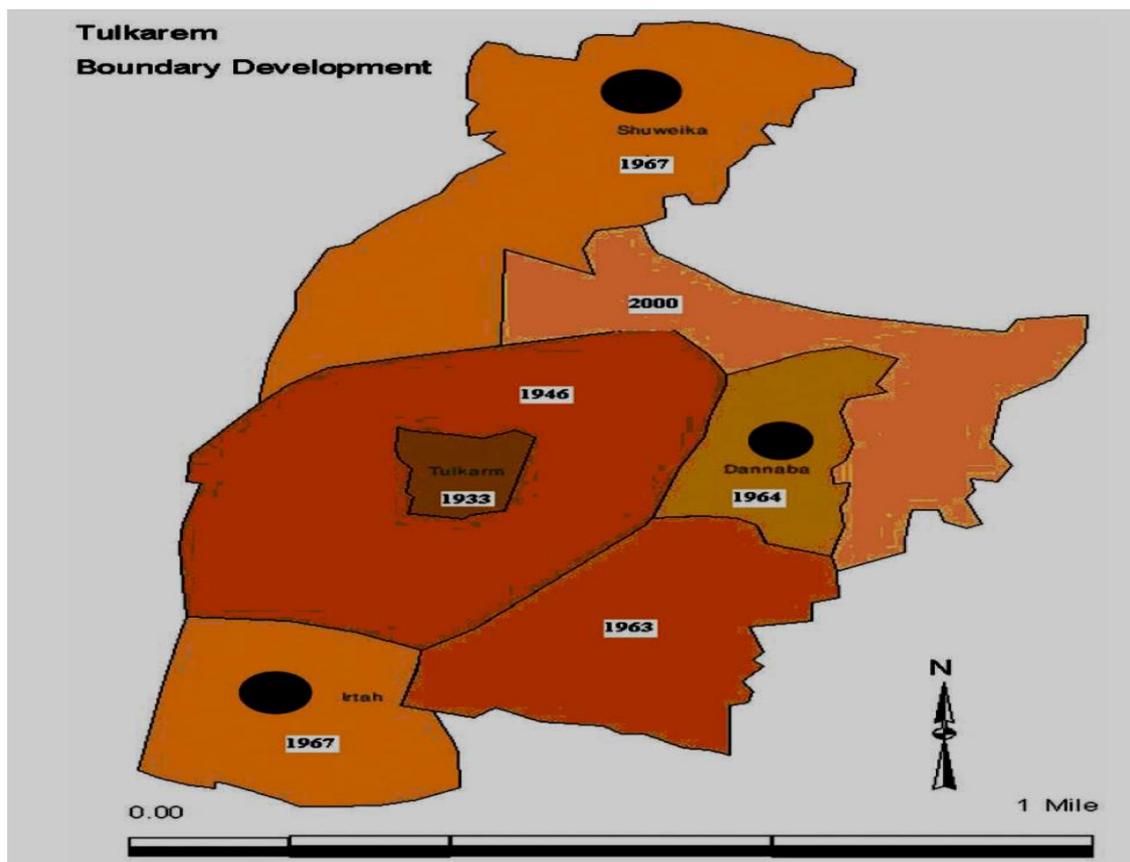
Before 1892, Tulkarm represented a typical Palestinian village of that period, with a compact traditional structure focused on a crossroads-style layout. (Map.2.2). (Palmer and Beasant, 1882) Tulkarm was affected by several changes which greatly influenced its satellite communities. A government building, post office, hospital, school and municipality offices were erected on the northern side of the town attracting considerable expansion of the town to this side (Hindawi, 1992).



**Map 2.2:**Tulkarem town in the late Ottoman period

**Source:** Map of Tulkarem, survey of Palestine (1926 )

An outline town planning scheme was prepared for Tulkarm in 1961 by tulkarem municipality. several expansions of the boundaries of the town were also approved between 1961 and 1967. In 1963, 1.8 km<sup>2</sup> were annexed to the city in its northeast part as well as the Al-Jarrad hamlet to the south. In 1964, Thnnabah which occupied an area of 0.75 km<sup>2</sup>, in the eastern part of the city, was annexed In 1967, Shuweika 2.5 km<sup>2</sup>, and Irtah 1.25 km<sup>2</sup> were annexed to the city (Palmer and, Beasant, 1982). In the Tulkarm scheme of the 1970s, a densely populated block was planted at the eastern edge of the city and the satellite towns of Tulkarm remained the same as they were before the occupation with exception that residential areas were designated on agricultural land to the south of Shuweika and between Tulkarm town and Irtah. This resulted later in annexing Shuweika and Irtah to Tulkarm city (Figure2.1).



**Figure .2. 1:** Tulkarm growth pattern. **Source:** Tulkarm Municipality 2002.

The annexation of these two satellite villages decreased the green areas of Tulkarm and badly damaged its fringe. This was obvious during that period since people who mostly earned money from working in Israeli labor market started to build their new houses outside the central area of Tulkarm ( Thawaba, 2009).

After the Oslo Agreement in 1994, most of the urban areas came under Palestinian direct rule while the fringes remained under the Israeli control. Tulkarm did not witness any changes after the Palestinian Authority was created, except for preparing a planning scheme in 2002 that was approved by the PA.

The scheme proposed land to be annexed to the city to accommodate urgent needs having residential, commercial, educational, health and transportation uses. Unfortunately, this scheme was not implemented because of the change in the political situation when the second Intifada erupted and the Israeli army reinvaded the Palestinian cities (Thawaba, 2009).

Tulkarm is one of the cities in the area that faced challenges and was shaped through history by land tenure, administrations, socioeconomics, geopolitical settings, regional road system and culture, all having their footprint and influence on urban planning and the city's structure.

### ***2:5: Land use plan in the city of Tulkarm (2005):***

In 2005, the municipality, through a planning staff of male engineers, prepared a land use plan for the city of Tulkarm . Future needs of population were taken into consideration such as education, housing and health needs. These were within the limits adopted in the scheme of Oslo which restricted the areas of competence resulting in an impact on the constructional development of the city and

on the form of urban environment. Land survey of the structural plan is about 13790sq.m. (Ministry of local government report, 2006) .

### ***2:5:1: Land use of Tulkarm under the Palestinian Authority:***

When looking on the changes that occurred on the land use plan of Tulkarm and the impact of the planning under the Palestinian National Authority, one will notice that the structural plan hasn't changed a lot since 1988 when it was under Israeli occupation.

The city center is in the middle of the city and it is also known as the services center. The villages that were joined to the borders of Tulkarm land use planning such as Dhenaba, Shweeka and Ertah represent the satellites villages of the city. An expansion in the structural plan of the eastern side of the city along with the major Transport road (Tulkarm –Nablus Road) is also noted.

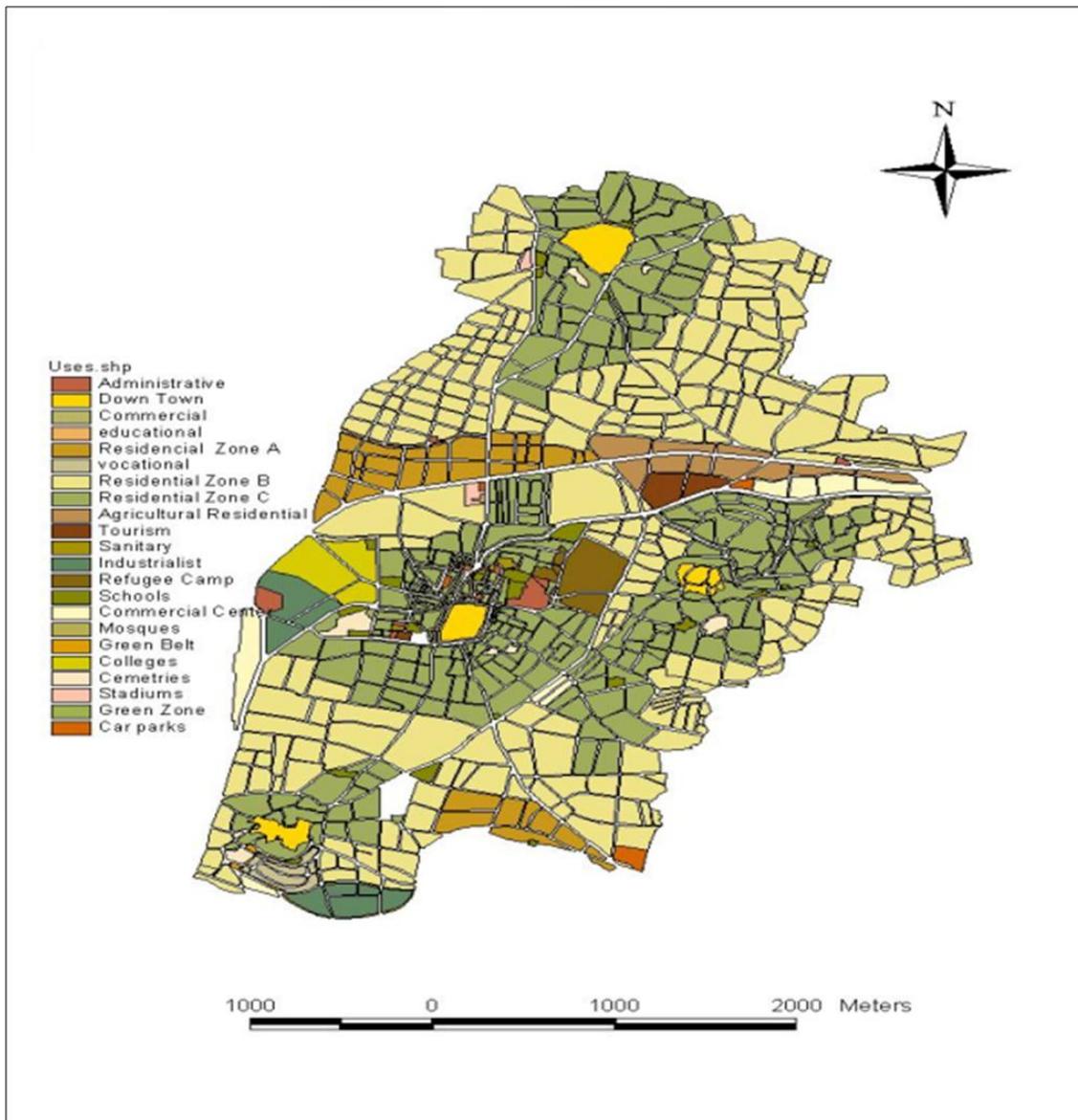
The same happened in the north-east area of the city, classified as a residential area, in order to satisfy the population needs of housing because of the scarcity of lands under the Palestinian Authority. (Thawaba, 2009) .

### ***2:5:2: Classification system and land use plan in the city of Tulkarem***

The city is divided, in the new structural plan, based upon previous divisions. There are service centers in the middle of the city and secondary centers in the surrounding villages that remained from the ancient divisions (Map2.3)

The economic growth was increasing under the Israelis occupation when men worked in Israel the need for reduction of the residential areas in mid city was raised to be for marketing and people`s service use. Therefore most distinguished point that

happened on the structural plan is the transformation of a bulk part in the city center into commercial use (table2:1).



**Map2.3:**Tulkarem land use plan,2002. **Source:** Tulkarem Municipality documents, 2002.

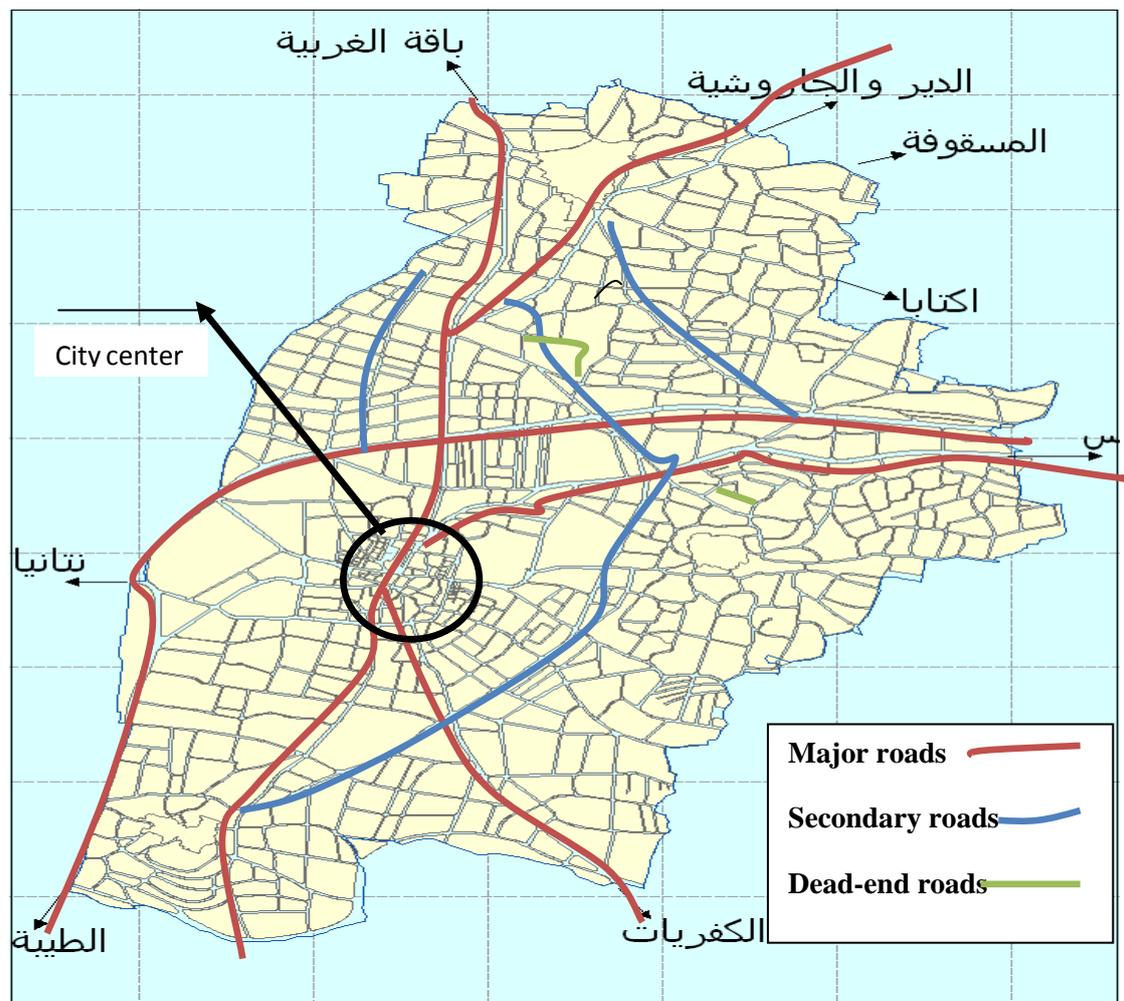
*Service and employment areas (The city center):* It is classified as the old part of the city with the provisions of private construction (front and side setback up to zero in most cases) and mostly used for housing. Here lies the Kasaba region which is the old city now. The commercial center is located around the old city and in the mid city comprising most of the commercial services, markets, banks,

different jobs, kindergarten, garages, schools, health services and transportation facilities to and from the residential areas. In the city center, the first floors of buildings are designed to have a commercial function usually combined with residential places in upper floors of multi-storey buildings (Tulkarem municipality report, 2005).

***Neighborhoods (secondary center or satellite city ):*** The residential areas have expanded along the main roads to the direction of the secondary centers in Thenabeh and Shuakih, representing the expansion of the city structure of Tulkarm and the surroundings. The area is classified into three residential regions based on the provisions and the system of the place according to ratios of building and setback, These are areas based on zoning ordinance in Palestinian and regulations (map 2.4), the regions are characterized with a front setback from 4-5m, or side repercussion from 3-4m and a vertical height up to four floor sand a roof (Tulkarem municipality report, 2005).

***Transportation system:*** This is represented by the major roads of the city, stated in the organizational charts during the Israeli occupation period. These roads are Al Hejaz railway and Tulkarm –Nablus street, considered the arterial road of the city and the service centers. The main commercial center and the north-southern road which links Shweeka village to the city center are all distributed upon Nablus-Tulkarm road. Most Network transportation depends on private cars and taxies. Therefore, and according to the land use plan, the network of transportation is up 17% from the whole distance of the land use system. The transportation network is characterized by its radiation roads that don't depend on network system, which means that the traffic and transportation needs to depend mainly on the major roads.

These roads are Tulkarm-Nablus street and the north-southern street which join the surrounding villages with the city center. The roads in the structural plan are classified into major roads and secondary roads. Main roads are the arterial roads of the city which included commercial, health care and different jobs are distributed. The width of these roads is from 12-16m meeting all in the city center. They are crowded with people and vehicles. Secondary roads are service roads which connect the residential regions with the major roads network. The width of these roads is from 6-10m. Dead-end roads are found mostly in the middle of the city and around the old city and they serve groups of houses. The width of these roads is from 3-6m. (Map2.4)



**Map 2.4:** roads network in the city of tulkarem . **Source :** Tulkarem municipality(2004).

## ***2:6: Women in the city of Tulkarem***

Before 1967, women in Tulkarem played an important role alongside with men in agricultural productions, working in the fields near their homes and contributing to the subsistence economy of the peasant household. In 1967, changes occurred in the city of Tulkarem (Hasan, 1988), particularly after the Israeli occupations of the city, On one hand, the growing economy and the Israeli occupation effect forced women into the labor force to meet the rising costs of living. On the other hand, with the men at work in Israel, deported or imprisoned by the Israeli authorities, or else, forced to emigrate abroad, women found themselves forced to bear the responsibilities of a family. The increased number of women in the labor force has several important implications on the development of urban areas according to women's needs manifested in carrying out their daily life activities. Due to the influence of both the modern culture and the political situation, women's life style has clearly changed. Nowadays, women play a basic role in participating in the family income (Table 2:1).

**Table2.1:** number of women According to education level .

**Source:** Palestinian central bureau of statistics2008

Education degree	Elementary	Secondary	B-A degree	M degree	PhD degree
Total	1388	7063	3639	299	80
Female	9047	3614	1748	69	5
Mal	9771	3449	1901	230	75

The number of women who participate in local work is up to around 2515 woman compared to only 200 woman in previous times in 1969, which means that there are thousands of women who combine between house work and education or working outside the house (Table2.2). (Palestinian central bureau of statistics , 2008 ).

therefore there are 7% of the total number of women of the age group between 20 to 60 years old have a challenge to meet the rising costs of living and combined between domestic and lapper work.

**Table 2.2:** Number of women's according to type of activity and employment statues

**Source:** Palestinian central bureau of statistics 2008.

Type of activity	Number
Have economic activity	2515
Un employment	16226
Domestic work	8119
Retired	155
Education enrollment	6775

Women's life in Tulkarem city is influenced by a traditional and Islamic cultural . Like any other eastern Islamic community, it is believed that shall be prevalent in the society. This means that the contact and relationship between men and women shall not be outside the circle of relatives (brother and husband and other male relatives). Such culture also influence women`s way of dressing. Like in most Arabian Islamic communities, women must wear the (Hejab) and a dress that covers the whole body in order to be safe and not be exposed to men. The age proper to wear the Hejab as well as be separated from the male community starts at 12 years old (the Islamic believed age of adulthood).

Women in Tulkarem avoid being seen in public areas in the city. They also walk in specific and limited roads or pathways, for example, school girls walk in specific roads, getting out of school in a particular time in order to avoid meeting with boys who get out of schools in a reasonably different time. Housewives practice their daily needs in special areas, and they also try to avoid being at Jamal Abed Nasser Yard at the city center. Cultural and religious rules influence gender separation, which in turns

influence women daily lives in the city of Tulkarem. This indicates that the city of Tulkarem is historically built and run by men to meet their own needs, regardless of women who have been marginalized (figure:2:2)



**Figure 2.2:** photo show, Women in Tulkarem historically avoid the existence in AL\_Shuhada square. girl get out of school in a particular time in order to avoid meeting with boys. **Source:** the researcher ,Tulkarem 2009.

The analyses above shows that the land use plan in the city of Tulkarem has two types of physical forms: compact traditional form which is in the city center having a mixed use and high density, and sprawl form which is characterized as the new neighborhoods with low density and separation of functions. Therefore, women began to face problems in using the urban area whose physical, social and cultural components were based on men's rather than women's needs. it will be possible to study women's needs and how they are met in these two types of urban forms, and how this influences women's everyday life. This will contribute to the general knowledge of women's needs and how they are met in Arab-Muslim cities, particularly Tulkrem, which can be considered to be a representative city of the Arab-Muslim world.

## ***Chapter 3: Literature Review***

This chapter highlights the definition of land use planning, its concepts, components as well as women's needs, making it important to understand land use planning as a process of arranging women's daily activities in human settlements.

### ***3:1: Land use planning definition:***

Land use plan is "a concept that deals with the spatial arrangement of land uses with a set of proposed actions to make that a reality. It is a governmental process to arrange different functions through urban areas according to community needs; it refers to how the earth's surface is used, including the location, type and design of human development, (Hok-lin,2004). Land use planning is defined by different terms as spatial organization, spatial structure, spatial pattern, land use planning and land use zoning plan. It is also called, community design and urban form. Spatial planning or spatial structure refers to how the earth's surface is used, including the location, type, design of human development and the level of planning (Litman, 2009), Land use planning is defined according to administration system in the local authority through institutional arrangements, and classified according to the level of planning (national plan, regional plan, or local plan). Leung(1999) and Litman(2006), argues that each of these classifications creates policies that guide the way the land and its resources will be used, therefore land use plan may include:

- Vision for community development and direction.
- Identifying important community issues (new growth, future demand for services).

- Cultural and traditional land use areas
- Functional and transportation land use plan
- Land use and protected areas (land use and land cover)

These types of planning may include zoning or zoning ordinance, which is a legal tool and instrument. Zoning divides the city or country into districts or zones, represented on zoning maps and land use plan. It specifies the allowable uses within each zone, establishes development standards for each zone, such as minimum lot size, maximum building heights, building setbacks, and yard size

Therefore land use plan is a governmental process to arrange deferent, functional and transportation land use plan according to standard functional needs. These definitions did not take into account women's needs according to their roles in the society.

Elements of land use are expressed through a hierarchical classification system in which more general classes are divided into levels of increasing details, for example, the land use of a settlement in a British town could include three major elements: the historic core or the "Kernel", the "integuments" which surround the core and the "urban fringe" which surrounds the integuments.( Khamayseh,, 1986).

The spatial structure of the settlement (Palestinian village) is composed of "Nowat" (nuclei) "Ahya" (neighborhood), "Judur " (fringe ), "Meqaleb" (agricultural land beyond the fringe) and road system of the settlement, (Arraf, 1986). In the Tulkarm Scheme of the 1970s, the annexation of satellites villages decreased the fringe of Tulkarm. Therefore, the spatial structure of the city of Tulkarem, or land use plan consist of three main elements:

- Central area of the city (service zone).
- Neighborhoods (residential zone).
- Transportation system.

Women's needs in the city of Tulkarem will be addressed according to these three elements, Were women in the contemporary life in the context of Tulkarem carry out their daily activity as sequence journey between residential area, and city center which composed of main employment and service facilities, and using road system as basic transportation facilities bay using suitable mode of travel.

### ***3:2: The concepts of land use plan according to urban change theory:***

The concept of land use plan is closely tied to urban change theory. Competing urban theories provide important models to understand land use planning, as we can now look briefly at urban change content. Those theories are important to understand the concept of land use planning and the relationship between land use planning and women's needs when women handled their daily activities.

When studying urban development, a distinction has to be made between the forces behind the urban spread before and after the industrial revolution. Pre-revolution traditional urban areas were usually small, densely populated and with boundaries generally within walking distance. All of the important services were in the immediate vicinity of the city itself or just beyond, mainly due to ineffective transportation. Several theories have been developed by urban sociologists to explain these traditional urban structures that were largely unplanned and developed naturally over time. Land market theories are developed to describe urban growth through a match between land owners and developers as land progresses from rural to urban (Kaiser, Chapin, 1995). According to this theory, there are three models of land use

plans that have been developed on urban growth and distribution of inner functions through the relationship between land use, land value and transportation cost which constitute the concentration theory, the sector theory, and the multiple nuclei theory.

(Handy, 2004). argue that the three models are apparent and that accessibility is one of the major explanatory factors. Planning through the study of the functioning of the market, in allocating space to users, according to supply, demand and public policies, is seen as an economic factor for individuals, and assessment of different types of accessibility.

(Leung, 1999), argue that both the spatial organization and spatial structure mean the pattern of location and interaction which determine the space of human society.

(Lynch, 1960), defines land use plan as an expression of the intent of a certain actor who notes a land use plan, identifies area or space that are to be used for different function and different purposes, such as residential industrial, commercial and public space and focus on land use planning as a reflection of physical environment that legally requires regulating possible conflicts of interest between various users and user categories. He argue that land use is not only a spatial, functional plan, but also a plan full of administrative and legal functions, without them, the plan is useless. They also show that the most common type of regulations is zoning ordinance to land use plan, which is a legal functional tool concerned with generally segregating parcels through a broad classification of appropriate use. Based on this theory, land use plan is functions amounts and the type and relationship between these functions in relation to distance and travel cost.

(Marsha. 1987), defined zoning land use planning as a regulation of the use of land within the community as well as the buildings and structures that may be placed upon it. In theory, its purpose is to provide health, safety, and general welfare of the community by separating incompatible uses, she defined zoning land use planning, according to traditional and cultural arguments, as a way to control the physical environment of community. Marsha(1987), matches between cultural and institutional rules and the physical form of land use plan.

**O**ther theories in urban change theories offer more specialized views to land use planning. Theories of good city form, Kaisar and Chapin (1995), defined two types of urban forms conducted from urban growth of the human settlements, compact urbanized areas and sprawl. They stress that a narrower view of desirable urban form seeks to achieve compact urbanized areas and to avoid sprawl., Kaisar and Chapin's (1995),argument stresses that the theory of urban form did not present an advocate definition of land use plan because it did not describe the activity of its users and how deferent land use patterns influence their daily activity according to their responsibility and roles.

**L**ynch, (1977), stresses that good urban form has a number of dimensions that can be expressed in varying degrees, such as vitality, sense, fit, access, efficiency, and justice. Lynch focuses on the physical environment and matched between city's spaces and distribution of inner functions, without taking into consideration, the social change in human life, local culture, gender needs and their daily activities. He defined physical environment as consisting of three elements: function distribution, transportation system, and design.

The most complete formulation for the urban change theories are found in political economy theories, which explain urban development in terms of culture-driven efforts to organize urban space to serve social needs, including both uses for housing and business and for profits from real estate transactions (Logan and Molotch 1987). According to this, (Chapin and Kaiser, 1995), describe land use planning in terms of three value set. Those being: firstly, Social use values, this view sees land use, a facilitator of desirable activity patterns and social aspirations. Secondly, Market values express the weight that people give to land as a commodity. Thirdly ecological values, this view sees land use as a potential environmental threat to be mitigated. (Chapin and Kaiser, 1995), defined land use plan patterns as settings for activity, in their theory, they consider the activity system to provide a definition of social use value in land use planning. They match between the physical structure and the activity system of the residents through monitoring the social change of the community explaining human activities according to time, duration, and household, and representing land use patterns as social activity pose that depends on land use amount, type and location. They don't, however, explain how these activities change from one society to another according to gender needs and cultural context, where needs are the action of a proper activity and reflected in the activities, on the other hand, it is the specific way of carrying out the activity, (Rapoport, 1990) A new concept of urban planning theory was developed, based on behavior setting, to study and analyze the built environment in relation to activities. Activities pass through complex socio-cultural and socio-economic processes that need motivation. Goals play a crucial role in these processes (Cook, 1989), According to this theory (Bourne, 1987), argues that the land use planning of the settlement could be seen as the form and overlay of patterns of behavior, and the interaction within sub-systems

with a set of organizational rules that link these sub-systems together. He considered that the overall system consists of four sub- systems: physical system, social system, cultural system, and personality system. Bourne suggested that the land use plan is a system of organizational rules as formal rules, to govern human behavior in any settings.

Setting for activity system theories are concerned with understanding the behavior patterns of urban residents, it is the patterned ways in which households, firms, and institutions use urban areas, (Kaiser 1979).

Michelson, ( 1994), suggests studying the system of activities which take place in the setting that has been created for them in urban area. Michelson divides women's activities into four components, and stresses that patterns of daily life activities can be constructed by these components:

- The kind of daily life activities.
- Looking at the various categories on a given dimension of time use
- The balance between employment-related activities, household and child-raising activities, recreational activities.

Rapoport (1980), explains how these settings are cultural variables, and that settings are related to people who use these spaces and their activities, and rules that govern it. Through the concept of setting, Rapoport relates culture to both behavior and physical environment.

Rapoport suggests linking culture with the physical form of the built environments through the concept of needs. He proposes that studying the needs

through the concept of everyday life activities help to clarify how the context of urban area is influenced by such needs; on the other hand, human settlements are defined as the place where organized human activities occur. This definition recognizes two important features of the human settlement, which are places, and human activities.

The previous literatures shows land use planning as a setting of daily activities in western context and did not explain how women handled their daily activity in eastern context to meet their needs. (AL- Bishawi, 2008), developed this theory of behavior setting to analyze the built environment and study women's needs for privacy in the city of Nablus as a representative example of Arab Muslim city influenced by gender separation. According to her study, the setting consists of three main components:

- Physical components including location of functions, distance, street layout, the spaces where the activities occur, their physical layouts, and boundaries.
- Social components including type of function, activity within the urban area, (access of care, shopping, social interaction), in addition to users and social relations between them.
- Cultural components including both formal and informal rules which govern the physical form of the built environment. Formal rules include written rules that are concerned with the layouts of the space, building codes and regulations. Informal rules include roles which are concerned with people's behaviors, such as religion, family tradition, and society's restrictions and mode of travel.

***3:3: Women's everyday life activities and land use plan as contextual perspective:***

To examine women's experience of their needs related to land use physical, social and cultural components, the concept of women's everyday life activity will be explained through the activities system, in order to define the pattern of women's daily activities according to their new roles in the society to meet their needs .

Women in their daily lives enter many social relationships which are significantly different – in some respects – from those of men. These different social relationships mean that women will have significantly different perceptions, and make different uses of the environment not similar to their counterparts, and may encounter specific problems. within the developed process. Therefore, it is important in the context of everyday life activities to analyze both the level of the structural conditions of that life and the ways in which these conditions are handled. (Michelson, 1994), not that the patterns of daily life can be constructed by looking at the various categories of a given dimension of time use, the balance between employment- related activities, household and child- raising activities, recreational activities and biological ones. He aims to show how the change of paradigm to treat behavior as part of a pattern of everyday life extends our understanding of the pertinence of these contexts. He focuses on the woman and her activities over a finite period of time rather than on what happens in particular behavior settings or in specific cases.

(Frank & Paxson, 1989) found that when land uses are at low density, segregated, and randomly located, it becomes difficult or impossible for the woman to put together all that's necessary within the limits of available time.

One of the first people to focus on the ways in which women were affected differently from men through the modernization project was Ester Boserup. Boserup (1989), argues that as societies and economies moved from a rural subsistence base to an industrial urban core, women were increasingly excluded, leaving them on the margins of capitalist development and its perceived benefits. This was because of the association of women with the domestics and reproductive sphere of childcare and housework, while men's roles in society were constructed as involving non-domestic activities while production was constructed in the home and communal land. These differences may be important in understanding the development of urban and regional form and activity; and in urban and regional planning and policy formation.

Women's role in contemporary life is defined by (Boserup,1989), as a productive and reproductive activity. She argues that women in the contemporary life use the urban area as a productive unit differently from men, through travel to bid work and spend time to the usual shopping process.. These roles are constructed from the differently gendered uses of the built environment; women are often traveling to childcare, school, work, and shops in journeys that are often referred to as trip-chins (McGuckin and Murakami, 1999; Greed, 2005).

Horelli (1990), stress that the focus in everyday life activity is the palace between production and reproduction roles where production refers to the direct nurturing and caring of children, home, and elderly, as well as that of social and cultural relation, and the reproduction is referred to as paid and unpaid work.

Greed (2004), in social town planning, compares between women's activity and mobility, how fewer women than men have access to the use of a car, she stress

that women and men still have different roles and responsibilities. Thus, it follows that they have different travel patterns within the city of man and so different policy needs.

**Palm and Pred (1974)**, use the context of everyday life to compare between the particular constraints entering the daily lives of both full time housewife's and those with outside employment. Together with variations reflecting different family composition and access to transportation, they found that the choice of employment among these women was limited because of the multiple responsibility of domestic work, shopping, and paid employment.

**Blumen (1994)**, believes that women make more complex journeys than men. More than twice as many women as men are responsible for escorting children to school. In England, seventy five percent of bus journeys are undertaken by women and only thirty percent of women have access to the use of a car during the daytime .

**Women workers** often undertake intermittent, lateral journeys, rather than radial journeys straight to and from the city centre. Such journeys were often undertaken outside the rush hour if they work part-time, and are more likely to be by public transport or on foot and may not necessarily be by car ( Rosenbloom, and Burns, 1993).

**Land use plan** can play an important role in efforts to increase physical activity for women. If land use plan makes destinations within walking distance, women are more likely to choose walking over driving (Handy,2004).

**Studies on women's travel** that have focused on walking tend to show that women walk farther than men, and make more walking trips (Saelens. Sallis, Frank,

2003). Other studies indicate that over the last 20 years the number of car trips made by women has increased dramatically and the inequality between men and women in relation to access to cars, has become less pronounced, in these studies scholars match between women's needs and their physical activities as walking or driving, they presented that the car is sometimes considered by women to be a more convenient mode of transport for the type of trips they typically make, such as shopping and traveling with small children, and safer for trips made at certain times of the day,( Niemeier, and June. Morita,1995), Therefore women change their travel behaviors by using cars instead of walking to meet their needs, therefore women's travel behavior change from a context to another according to their cultural rules or constrains.

In Rapoport (1995), terms Women's needs are reflected in their activities and the way of doing these activities, therefore passed upon to the previous study women's needs will be investigate according to their roles, which influence their type of activity and the way that women handle their daily activities. In relation to the social and cultural components, women handled their daily activities in various ways to meet their needs according to their context and their personality system, therefore, women's experience of their needs will be investigated according to,(number of children, age of children, martial statues, care ownership) as social components.

### ***3:4: Women's needs:***

Inclusive urban planning seeks to address the various needs of all members of a community in the most equitable way possible. As such, understanding the gender dimensions in the society will highlight the different needs and views of men and women in terms of the settlements in which they live ( Mackenzie, 1984). The different ways that men and women are perceived in a society will impact the roles,

responsibilities, opportunities and access. This leads to different needs between women and men known as gender needs. Gender can be defined as the set of characteristics, roles, and behavior patterns that distinguish women from men (Palm and Pred. 1974). Considering women's needs contributes to a sustainable urban society and improves urban life quality (Madanipour, 1996 b).

**M**oser (1993), points out that involvement of women in development and planning processes is a means towards improving project results. The exclusion of women can negatively affect the outcome of a project. According to Moser, the need to acknowledge women's needs in planning not only creates better solutions but also more effective ones.

**T**he overall goal of equality between women and men can be achieved through addressing two types of needs: practical and strategic needs. The distinction between the two is important because an effective gender mainstreaming strategy must address both. Practical gender needs are a response to immediate perceived necessity identified within a specific context, such as the women's needs to have equal access to transport systems and educational services. (Molyneux, 1985).

**I**n Moser's, (1987), term practical needs refer to women's needs to fulfill their current socially –constructed roles, for example, if women are responsible for house work, then practical gender needs may include access to shopping facilities because this would help their current day –to-day activities, and Strategic gender needs are the needs women identify because of their subordinate position to men in their society.

According to (Molyneuxs., 1985) strategic needs are those which involve a change in the present state of gender relation that includes changes in legislation about women's rights, and may include domestic violence, equal wages and women's control over their bodies.

**H**orizonte,(1982), argues that the planning of child-care facilities provide a good example of the way in which a difference in location can result in the fulfillment of different gender needs. If located at the women workplace it will certainly meet her practical gender needs for adequate child-care facilities, essential for her to undertake waged employment. If child-care is located at the father's place of work, this provides the opportunity for meeting both practical and strategic gender needs since it involves the father in taking some of the responsibility for child care, and thereby alleviates the burden of domestic labor over women.

**W**omen's practical needs are divided into basic and specific needs. Basic needs which are common to all humans and fundamental in motivating human behavior. These needs are biological and universal; they imply physiological, sociological and psychological needs (thirst, shelter, security, belonging and love needs). Specific needs which are deep desires and differ from one person to another, from one culture to another, and from one place to another.

**M**aslow stresses that these needs are learned and influenced by traditions and religion. They are subject to change and adaptation (Maslow1943). Therefore, women's needs differ according to the local context as social and cultural variable.

### ***3:5: Women's needs components and land use planning***

Through this section I will investigate women's needs physical, social and cultural components, related to land use plan and zoning ordinance.

#### ***3:5.1: Women's needs components for child care:***

Marsha Ritzdorf,( 1990), explains that the need for affordable, qualified and conveniently located child care is one of the pressing concerns of contemporary family life, and that much has changed in the life patterns of today's society due in a large part to the dramatic increase of working mothers. She shows that child-care uses has a far reaching impact on access to care, quality of care, and cost of care.

Cohen (1987), notes that day-care trips fall between the demands of home and job, serving the purpose of making the two reconcilable within the daily routine. Palm and Pred(1974), note the importance of not just the availability and quality of child care but also that its location and hours are major constraints to the daily program of employed women. In the other words child care value is in how its temporal and spatial dimensions interact with days other commitments. Day-care trips carried out by women have a bearing on the distance, duration, and ease of what is in any case a stressful trip to and from work. The location of day-care providers added a conservative 28% to the closing hours are a major aspect of the temporal side of access to day care. distance linking home and work for women (Michielson, 1985).

Martensson, (1988) stresses that the hours of its availability are an explicit constraint on what kind of work a woman can do, other needs or desires that can be incorporated into the routine, and the extent of pressure placed on daily travel.

In 1986, the American Society of public Administration (ASPA) board of director ratified a policy statement on the provision of child care in local planning and zoning, adopting a resolution of child care that explicitly mentions the needs to change land use policy to be more child care friendly and to allow family based child care by right in residential zones as a customary home occupation. In the United States also, a survey commissioned by the National Commission on Working Women showed that the majority of children in the US are cared for in unlicensed, unregulated child care home. These facilities and their operators remain underground for a number of reasons. Many providers are unaware of the fact that they need to license their facility, others fear local regulations. Therefore, we can conclude that the physical components for child care need include location of day care according to housing zone, employment zone and distance, The social components include socio economic factor, care ownership, duration, the cultural components include mode of travel (American planning Association, 1987).

### ***3:5.2: Women's needs components for accessibility:***

Greed (2004), argues that changes need to be made from the existing suburban pattern of low-density and segregated residential development to zoning that permits the development of shops in close proximity to residential areas. She further argues that this and other land use changes will increase the accessibility of services for women and thus help them balance the multiple roles related to work, household and children by reducing their need to travel.

A recent study in Washington, by Niemeier, and Morita (1995), suggests that land use patterns are associated with decisions about the type of shopping tours

undertaken by women. Their study indicates that households with poorer accessibility tend to make fewer one-stop shopping tours and are more likely to combine non work trips with other trips and that households with greater accessibility are more likely to use non automobile modes for one-stop shopping tours. Greed, (2004), in social town planning likes to see the city of everyday life, which she defines as the city of short distances, mixed land uses and multiple centers. She stresses that the city structure would reduce the need to travel, and would be more accessible to create more sustainable cities. She also argues that the fundamental structural changes that are required to urban form and planning policy, as an alternative to spread out, zoned, low density cities.

Therefore, when land uses are at low density, segregated, and randomly located, it becomes difficult or impossible for a woman to put together all that's necessary within the limits of available time. Therefore, accessibility is a woman need to carry out their everyday life activities through human settlement. Niemeier, and Morita (1995) explain that measurement of place accessibility normally consist of two elements: a transportation ( resistance or impedance) element, and an activity (motivation or attraction or utility) element. The transportation element comprises of the travel distance, time, while the activity element comprises of the amount and location of various activities.

### ***3:5:3: Women's needs components for safety and security:***

Webster's Abridged Dictionary (1966), defines security as "the state of feeling of being free from fear, care, danger, etc. Webster's Dictionary defined safety or a sense of safety; freedom from doubt or uncertainty; and something that gives or assures safety; protection; safeguard".

One of the results of the trend in women's lives is that they appear in more locations as a consequence of increased employment and autonomy. Another, is that they use public spaces and transportation facilities at a different time of day than before. A third is that they are less likely to be accompanied by a spouse. All these are conditions making women more challenged and a higher risk to crime than previously (Michelson1985). Urban planning researcher suggests that females are socialized into vulnerability and their 'need' for protection; males into the need to protect. Women, particularly older women, are more likely than men to modify their behavior to avoid the risk of crime and these have repercussions for their use of the public realm, return home earlier, or go out at night only with an escort. Women are more fearful of some crimes and locations than others. They feel less safe on public transport than in the general community (Dorfman1997).

According to Bell ( 1998), in women and community safety, stress that women have different experiences of safety than men and different experiences of urban settings. These affect women's equal access to the public realm.

Valentine ( 1990), shows how the design of the public realm has been a major influence on women's sense of safety in that space. This limitation placed on women to enjoy the use of urban areas during the day and after hours in particular should be tackled ( Eyler1998), illustrates that crime and fear of crime seem to be more prominent among women than men. When income, vehicle ownership, and time constraints are controlled women to walk less than men because of fear for their safety.

Many women tend to perceive city centers and public transportation services as dangerous (Trench 1991; Loukaitou-Sideris 1999). Studies have shown that women

are more likely to avoid walking after dark for reasons of personal safety (Atkins 1989; Ross 2000).

Another focus group study of well-educated urban African-American women found that while most of them lived in safe neighborhoods, traffic and personal safety were major concerns. Most, however, could readily identify safe places to be physically active or articulate a strategy to make the environment safer (walk with others or with a dog) (Young2002).

Women`s feeling of safety is closely tied to the social components within urban areas in different kinds of space like the spaces whether active or not, according to activity done in the space related to different categories of time use as well as car congestion and pedestrians in the street and type of function parking, multi stores open space, waiting area. Therefore we can conclude that social component of safety needs include time, type of activity on the space (active space ), age, car ownership, the cultural components include mode of travel .

**R**esearch in Australia don by Valentine (1990), A study of women's fears in public settings, found that women anticipated being at risk in several specific settings such as any mode of transport other than the car, going out at night, walking to the nearest shops, use of public transport in particular train travel at night, the use of a public telephone; walking to a friend`s house, walking through a neighborhood park or walk home from the cinema, restaurant, the situation at either end of a public transport journey, waiting at a bus stop or walking from the station to a parked car; the use of city centre car parks particularly at night and if multi-storied; driving alone at night; and open spaces (parks and the countryside).

**W**omen's experience of their needs to safety are different from one context to another in different setting. Wilcox, (2000), found that rural women were more

sedentary than urban women and more likely to report safety concerns because of crime as a barrier to physical activity.

Lee Rainwater (1979) first used the distinction between the different types of danger affecting pedestrians and cyclists are necessary if we want to plan for security. In his classic study of public housing residents in St. Louis, He defined two type of sources of dangers (human and non-human danger) for individuals involved in physical activity including walking:

- Human sources include criminals who may menace the streets and other public spaces, endangering and terrifying pedestrians. Heavy traffic and/or reckless drivers provide another source of danger for pedestrians and cyclists, as their presence increases the possibility of pedestrian-automobile collisions.
- Non-human sources of danger include unattended dogs which can attack and injure pedestrians and cyclists, and poor or absent roadway infrastructure (cracked or uneven pavement, lack of sidewalks) that can cause falls and injuries.

According to ( Loukaitou-Sideris, 2005.), wide sidewalks with a wide grass strip can greatly improve the walking experience and the presence of certain kinds of land uses-liquor stores or bars, for example—may decrease perceived security for women. Loukaitou-Sideris stresses that, security for pedestrians can also be affected by the volume and speed of vehicle traffic; traffic calming programs that slow speeds and discourage excess traffic can thus help to increase real and perceived security. He found that if women feel secure walking and riding transit, they have greater opportunity to drive less transportation facilities license, in partnership with the British transport police have enhanced personal security features in improvements, street enhancements including pavement widening, better lighting, improved visibility, and secure car parking.

The Above discussion presents an extensive literature review which identifies, qualifies, and evaluates the link between safety and security considerations, activities. And concerns. This review presented the traffic and their impact on women's needs for security and their activities or the decision of walking

Bell, (1989), found that there are other aspects of the environmental setting which increase levels of fear, including higher traffic flows, rapid change in a neighborhood, evidence of disorder or incivility in an area, design of physical and social decay and lack of community cohesion, the dominance of males who are drunken and disorderly, and low levels of street activity.

Frank & Paxson, (1985), show that Urban spaces often overlook the particular needs of women in any particular context, which arise both from their physical differences and their socially-ascribed roles, as workers, mothers, careers, and decision-makers. he says that women face particular insecurities and dangers in cities; they face problems of mobility, as they depend more on public transport than men and tend to walk rather than rely on private vehicles or other forms of transport. Affordable transport systems circumvent critical destinations; they are overcrowded and sometimes dangerous and are often unreliable and irregular.

#### ***3:5:4: Women`s needs components for privacy:***

Privacy depends widely on religion and culture. Women`s privacy is influenced by the culture of gender separation, which is based on local traditions dominant in Arab-Muslim cities and Islamic religion. Women`s privacy is a need that influenced Arab societies, as well as other Islamic societies. The rules that govern this need are socially defined and mutable (based on Hakim, 1982; Arkoun, 1990; Roald,

2001), Therefore, privacy as specific and cultural need differs from one community to another.

The Western concept of privacy is interrelated with individual values; individuals are taught to be themselves and self-sufficient, to be free in planning their lives (Westin, 1970). Being alone in Western society is seen as important to one's freedom, security, and comfort. In the case of women's privacy, the separation between women and men saves women disturbance by men and contributes to their protection and their comfort. Lang,( 1987 ) defined privacy as women's ability to control their physical, visual, olfactory, and auditory interaction with outsider males),(Al- Bishaw,2008 ), use this definition to investigate women's need for privacy and the physical form of public spaces in the city of Nablus, which is influenced by the culture of gender separation and its urban design is influenced by both traditional and modern values. The main conclusion of her study is that women's need for privacy is influenced by the physical form of public spaces.

Newman (1972), explains that positioning of openings towards open space provides natural surveillance opportunities and contributes to creating security in the open space. In Eastern societies, privacy is explained as a comfortable feeling resulting from the non – existence of noisy sounds and car movement, but in western societies the comfortable concept is connected with the privacy concept in the religious culture of the western society.

Newman (1972), explains that the narrowness of the street contributes to privacy, because inhabitants are able to control activities on the street more than on

wide streets. Therefore width of the streets and how it influences women's privacy will be considered as physical components .

**R**esearch conducted on the amount of traffic on the street shows that streets with heavy traffic achieved privacy is less than streets with light traffic. This was reflected in the encroachment by inhabitants onto the streets (Appleyard and Lintell, 1972).

**W**estin (1970), explains that strangers in public spaces contribute to creating anonymity privacy in these spaces.

**G**uardo (1969), wrote about age and how it influences the creation of privacy in space. He explains that as children grow older they need more privacy and use more privacy markers.

**K**ira (1967), explains that in the case of low-income groups, the crowded living conditions create a lack of privacy and privacy norms are less severe than high-income groups.

**A**ccording to the previous literature, we can conclude that the physical components for privacy need include physical layouts of the space, physical conditions of the space,. The social components include function of the space, users and their social status, activities, time of activity. The cultural components include the way of carrying out the activities, restrictions (individual, family, society), and behavioral cues.

### ***3:5:5: Women's needs components for comfort and children play area:***

Studies done by Franck and Paxon, (1989), show that women have more specialized needs in public spaces than men. The needs for safety, security, play areas for children and comfort are found to be important needs to be considered in designing public open spaces for women's use. Comfort is a basic condition for the success of open – public places. The long period which people spend in these open – public is an evidence of their comfortably feeling. The factors of comfortable feelings include: environmental factors such as being far away from wind and sun, and physical factors such as (comfortable seats), and social and psychological factors which depend on the place and its surroundings.

Carmona (2003), stress that a comfortable feeling is an instate deep which expended to reach to the people experiences in open – public places, it is the safety feeling and the feeling that nor people neither properties will be exposed to any hurt or damage.

Conformability and image; the open – public places must have a good image which give the feeling of comfortably and this when the place is safe and clean. This means that comfortably is connected with the clean lines of the place, and also it is connected with the users of the place and the kind of the activities they do. (Fainstein, 2005).

Lynch (1977), explains how play areas are an important need for children in using public spaces. He studies different patterns of residential areas in different countries and how these provide facilities for children. He found that some environments are rich in facilities for child behavior as they provide better opportunities than others for children to play.

**Berg and Medrich (1980)**, explain the problems of our current land use zoning practices and how they limit the heterogeneity in the environment. For example, the location of the city centre and various resources in the neighborhoods determine the children's ability to make use of these resources.

**Streets and street corners** are important meeting places and important ecological places where children meet, learn about each other and their adult neighbors, and investigate their surroundings (Marcus and Sarkissian ,986).

**Like that of a playground**, the design of a street should help children to identify concepts: shape, size, number, relationship between parts, and so forth. By learning to relate knowledge to experience, children begin to build up a body of information on which to base input from other types of learning and from other sources (Schroeer, and Greene 2004).

**According to women's needs literature**, it is clear that there are two types of women daily activities productive(work), and reproductive(care) activities according to their roles in contemporary live. Therefore, in the context of Tulkarem, women's everyday life as productive and reproductive activities, will be examined according to the cultural and social where women carry out their everyday life activities differently from other contexts, where context of Tulkarem has influence by Islamic and resent cultural .

**The main finding from the Investigating in women's needs and needs components related to land use planning** can be summaries as follow:

- **W**omen's strategic needs can be met through women's practical needs in planning policies and a new diverging of land use plan. Gender equality is a central principle at all levels of un-habitat's work, integrating a gender perspective in field level activities is the ultimate practical application of this principle.
- **T**he previous studies maintain the necessity of women's participation in planning profusion to express their needs. Therefore, women in the planning profusion will be investigated to contribute knowledge about women's needs and to what extent women in the planning profusion express their needs in the city of Tulkarem.
- **W**e can consider that the location of different categories of functions like day care, job, home and services, as physical components related to accessibility needs . The social components refer to duration and time when referred to activities in different categories of time use, where the type of activity is illustrated as resistance or impedance and car congestion, and the mode of travel is referred to as informal rules.
- **T**he concept of safety is connected with what is drawn up in the human mind, as women connected this with urban environment where women avoid being in as the narrow roads because of the danger that may exist in these places as these places are connected with women being imposed to danger and violence.

- **W**omen's decision to walk and another travel patterns are interrelated to their experiences of their needs to safety and to personality system as income, vehicle ownership, age.
- **G**eneral safety in the definition is related to the physical environment of the urban area and the nature of people in this environment as users of these zones. Both definitions don't clarify the meaning of safety and security by women cultural background.
- **A**ccording to safety needs we can conclude that physical components include function, number of story. Social components include types of function and physical layout and location is a main components connected to women's needs of safety.
- **A**ccording to security need location of different function, and physical layout of the space, are considered aspects of a physical component related to women's needs for security, time use, activity in the space, and users are considered as social components.
- **M**ost studies focused on the privacy components of open public space in different settings and didn't talk about it as a need which has relation to woman's everyday life activities and elements of land use plan, therefore observation and interview method will be used to investigate women's privacy components related to women's everyday life activities and the land use plan physical, social, and cultural components in the city of Tulkarem.

- **M**ost studies focused on the meaning of privacy and its elements in western societies, and they didn't clarify the relation of cultural content in eastern societies with the privacy as a need related to social and religious limits. A lot of references defined privacy through connection between the comfortable concept and security.

**P**revious studies focused on women's needs in open public areas without direct connection of woman's sensibility to these needs, and her relation to land use planning and cultural content. Therefore, through this study, we address land use plan in the city of Tulkarem as a context of women's daily activities. And to what extent this context meet woman's needs while these handle their physical activities. where context are setting external to the individual serving for behavior therefore, settlement land use plan can be consider as a setting for activity system . in this research there is a need to understand context in light of the pattern of behavior that women need to handled their daily activities, AL-Bishawi develop this concept to study and analyses women's need according to their activity, therefore land use planning will be investigated in relation to the physical, social, and cultural components Based on AL-Bishawi (2008).

## ***Chapter 4: Methodology***

In this chapter, the methods used for investigating the research problem are explained.

### ***4:1: Methodological approach***

In this section, we explain the theoretical concept of the research methodology and how we can investigate women's experience of their needs in relation to urban land use planning as a context of everyday life activity. The theories and concepts related to the research methods, in general, and to the methods of this study, in particular, are explained in the previous chapter.

#### ***4:1:1: Research approach:***

This research uses both the deductive and inductive approaches, Deductive method depends on defining a research problem or hypothesis in relation to a theoretical model(Geire, 1992). In this study, the deductive approach was used to examine women's experience of their needs in relation to components of the land use plan (physical, social, cultural), and how women carry out everyday life activities in the limited viability of time through the span of the day.

Meanwhile, inductive method depends on generating theories and hypothesis from the reality of the cases which have been studied. In this study, the inductive approach was used to develop needs components related to land use and to investigate specific needs, which are relevant to women in the city of Tulkarem, based on observations, interviews with women and with relevant people.

Therefore, for this study, both qualitative and quantitative methods were used in collecting relevant data and interpretation, where both methods are appropriate to the built environment research and collecting data. In this research, qualitative methods are based on observations, interviews with women, and planer while quantitative methods are based on questionnaires. The quantitative process is appropriate to examine the needs components related to the research phenomenon as daily activities. Using both methods, in the research creates validity and avoids dependency. In order to examine the relationship between women's needs and land use plan, the following techniques are used:

- Mapping techniques to describe the spatial distribution of the urban area in Tulkarem and how this distribution influenced women's needs.
- Sketches to describe the relationship between physical components and women's needs.
- SPSS program to analyze the collected data from the questionnaire.

#### ***4:1:2: research strategy :***

The research strategy depends on a case study in a particular traditional cultural situation in Palestine; therefore, many of its answers may be representative for Palestinian cities influenced by Islamic cultural and having two types of urban form (compact and sprawl). According to (Yin,2003) a case study is defined as empirical inquiry which investigates a contemporary phenomenon within its real-life context and used when:

- The boundaries between phenomenon and context are not clearly evident.
- And in which multiple sources of evidence are used.

- How and why research questions, especially those where there is little investigator control (ruling out a controlled experiment) and a focus on contemporary events (ruling out a historical research design)

**F**or this study, the case study strategy is the preferred one for the following reasons:

- The research question is the "how" question (how does the land use plan of Tulkarem influence women's experience of their needs).
- The main focus of the study is on a contemporary phenomenon: women's everyday life activity in urban area and their experience needs.
- To fill the gap, the case study method will be used to contribute to the knowledge of women's needs in contemporary life within the new concept of urbanism in the eastern context.
- The investigation in this research is concerned about social and cultural phenomenon.

**S**chramm (1971) argue that the case study method is suitable for studying events and activities in a built environment. The main research question tackles the relationship between land use plan and activities as a reflection of needs.

**F**or in-depth investigation, the study followed an analytic strategy which covered two representative residential districts areas as a representative example for two types of urban form compact traditional urban spatial structure and sprawl, in order to explore how women`s needs are met in these spaces.

The first area is located in the downtown city of Tulkarm and it is a representative example of the compact traditional city in Palestine, the second area is ASL-Saied mountain in Tulkarem and it is a representative example of the new urban form (sprawl). The purpose for the selection of this sprawl area is accessibility to this zone is higher than another zone in the city of Tulkarem .

#### ***4:1:3: Purpose for the Selection of a Case Study.***

The city of Tulkarem has been chosen as a critical case for examining the hypothesis about the relationship between women's need and land use plan in Palestine, The city of Tulkarem was chosen for the following reasons:

- The city has a representative example of two urban forms: compact traditional structure that has expanded into a sprawl phenomenon.
- Women's roles in the city of Tulkram stands as a representative example for women in Palestine, influenced by Islamic cultural and contemporary phenomena.
- Both areas (city center and new neighborhood) are influenced by Islamic culture and new life style .
- The researcher knows the local culture and is familiar with the situation, The researcher is a female architect engineer.
- Accessibility to sources of information, and to operational logistics like physical accessibility to the sites, locally generated research assistance, understanding the area of research activity as well as the authorities' cooperation. The researcher is acquainted with recurred information through working in the Planning Department the Ministry of Local Government, She also has experience in the field of land use plan in the city of Tulkarem.

#### ***4:2: Theoretical framework:***

Conceptual framework is used for structuring data-gathering about women's everyday life activities and analyzing the relationship between women's needs in relation to the context components so as to examine these needs in the city of Tulkarem and to what extent are related to everyday life activities in the city.

In this study, there is a need to understand contexts in the light of the pattern of behavior that people need or want to carry out, Roger Barker's ecological psychology approach, focuses on a form of context as behavior setting, Barker (1987) identified four components of behavior setting, physical parameters, set of rolls (formal and informal), symbols and other props participants and behavior. According to this theory.

Land use plan can be considered as a context of women's everyday life activities, and land use plan is a system of settings according to the activities that take place within it and the users who occupy it. According to AL-Bishawi (2008), the concept of behavioral setting is used to analyze land use plan in relation to women's needs. In this approach, land use plan (compact and sprawl) consist of three main components (physical, social and cultural) which are interrelated with women's needs components.

Each one of women's needs (safety, security, privacy, children play area, day care, accessibility and comfort) will be analyzed in relation to physical, social and cultural components in addition to land use elements (residential zone, surface and employment zone) and transportation facilities. The relevant data are grouped as in the conceptual model (Figure 4:1).

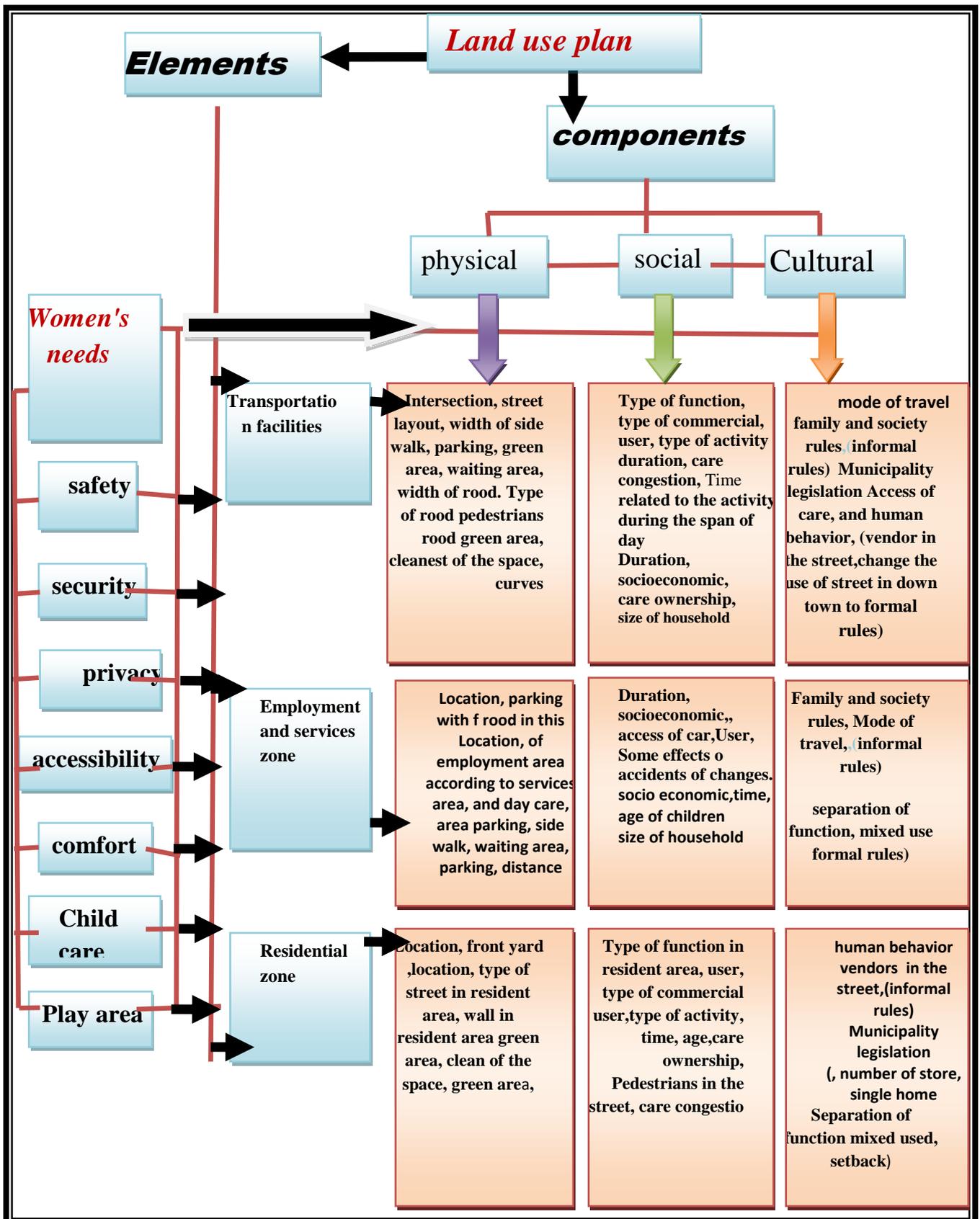


Figure 4.1 :Conceptual frame work for land use components and elements related to women's needs

components. Source: By researcher

### ***4:3: Data collection methods :***

Direct observation , questioners in addition to interviews with women were used for data collection to examining the research problem.

#### ***4:3:1: Direct observations:***

Direct observations were conducted for the following purposes:

- To examine the physical, social and cultural components which are more relevant to women in the context of Tulkarem.
- To conduct more of land use plan components related to women's needs in the context of Tulkarem as a context influenced by Islamic culture.
- To explore how women handled their daily productive or reproductive activities in the city of Tulkarem and to provide explanations about the rules those govern women's needs .
- To make more investigation about women's social life and their daily activities.

#### ***4:3:2: Questionnaires:***

*Structural* questionnaires designed based on the conceptual framework and observes women's activities and behavior within urban areas so as to examine their needs components related to land use plan, The survey was conducted to examine women's experienced needs in the city of Tulkarem and the extent to which they felt their needs have been fulfilled The questionnaire is divided into ten sections as follows:

- The first section deals with biographical data about women's age, marital status, children, health, job status and education.
- The second section deals with space environment such as living area, the type of residence, location of residence, walls, setback, sidewalk roads in the resident area.
- The third section discusses women's mode of travel, the range of walking distance, the preferred mode of travel, and the duration to move from to another location in the city.
- The fourth section tackles the acceptability of land use distribution to serve women's different functions, like commercial areas, employment areas, day cares, school for children, recreation facilities, and play area for children.
- The fifth section focuses on women's experienced needs for safety.
- The sixth section focuses on women's experienced needs for security.
- The seventh section focuses on women's experienced needs for privacy.
- The eighth section focuses on women's experienced needs for comfort.
- The ninth section focuses on women's experienced needs for daycare.
- The tenth section focuses on women's experienced needs for play areas for children.

#### ***4:3:2:1 Study sample:***

Regarding to Fraenkel and walleen (2003), the size of the study sample Must not be less than of 100 people. Therefore the study sample constituted 3.0% of the population of the study society, relying on similar studies conducted by the Planning Center at An-Najah National University in Nablus. The sample is determined by the number of population and family size. The number of population in the city center is 787 persons and the number of population in the new neighborhood is 569 persons

when divided these numbers by five which presented the average family size in Tulkarem , so the sample is 157 person in the city center and is 113person in the new neighborhood. Therefore 100 women were chosen from each neighborhood as a random sample for the purpose of this study. The response rate was relatively high (100.0%). Two facts helped cover most of the sample: first, most residential buildings are shared by several families and therefore many women were available in the same building. Second: the interviewer lives in Tulkarem and nearby the study areas, thus she was able to go back to the same house and cover the required sample, The study sample included married women who are either house wives or employed, Therefore, the study sample was available in almost every building in the study areas, and the interviewer was able to visit the area after four o'clock when those women who work were back home.

#### ***4:3:2:2: Statistical treatment:***

The SPSS program was used for statistical analysis. The following statistics were used:

- Charts to illustrate the relationship between women's needs and different components, in addition to the relationship between women's needs and different land use elements.
- One way ANOVA to examine the significant relation between women's daily activities and personality system according to their experience needs.

A mean value was used to estimated women's experience needs, Women who chose the answer "weak" meant that they experienced need to a low degree in such spaces, and accordingly their assessment of experienced need was given one point.

Women who chose the answer “strong” who meant that they experienced need to a high degree in these spaces, and accordingly their assessment of experienced need was given three points. For women who chose the answer “moderate”, meaning that they experienced need to a moderate extent, their assessment of experienced need was given two points.

### ***4:3:3: Interviews:***

#### ***4:3:3:1:Interviews with women:***

*Informal interviews were conducted with twenty women in the city center and in the new neighborhood for the following purposes:*

- To provide more underlying explanations for the results.
- To learn more about women’s social lives and their daily activities.
- To provide more knowledge about women’s needs, and conduct needs that are more specific to women in the city of Tulkarem.

However, after conducting these interviews, the process was stopped because most of the information proved repetitive at this point.

These interviews were conducted with women in both city center and new neighborhoods. These interviews were carried out in the Arabic language by the researcher and face to face with women without prior arrangement .the interview ware conduct with hose wife women and employment women ,in their home and their work, informal discussion use for in-depth investigation, women were asked to explain how they handled their daily activates during different times of day and night, the problems they face, how they travel in their districts, and to what extend land use

components influence in their behaviors and their daily activities and what are the dilemmas facing.

#### ***4:3:3:2: Interviews with planner :***

The panel interviews were conducted for the following purposes:

- To increase the validity of the study as interviewees reflected the perspectives of other people relevant to women's needs.
- To explain to what extent women's needs are met through the regulation and coding in land use plan in the city of Tulkarem.
- Planners were also interviewed since the aim is to understand how women's needs are considered by planners who are responsible for the planning in Tulkarem.

Therefore, The following question were asked:

- 1- How do you consider women's needs, particularly safety, security, children play area, security, day care and comfort needs in land use planning ?
- 2- How you concenter women's needs in transportation facilities, residential zone, In addition in employment and service zone ?

#### ***4:4: Limitations of the Study:***

As in the case of any scholarly endeavors, limitations are bound to exist.

They can be summarized as follows:

- The study was also carried out under special circumstances, which caused some limitations, the city was under the effect of hostility of the occupation and its

aggressive soldiers. which this situation influence in the experience of security for the residents.

- Types and small of sample size would perhaps influence the results, study samples cover women in the city centre and new neighbourhood, as of House wives and employed women. The number of employed women that responded is small relative to sample size. This would perhaps tend to wipe out the statistical significances between women needs and their daily activity as House wife women's and employed women, and to influence the results.
- Women's unawareness of the relationship between their needs and land use plan seems to have influenced the results. The subject of this study is new for particularly house wives that explain why there is a significant relation between women needs for day care and comfort needs. Women's awareness for their needs is relative to their experience in urban area .
- The time to fill the questionnaire is limited because the suitable time for the existence of the women in their houses is between three o'clock and seven o'clock as most these women before this time will be in their jobs or doing shopping, or doing house work and after seven o'clock it will be difficult to get out because of the stopping of the activities in the town especially transportations.
- Less educated women have a less and low response for the research .

Through case study method we going to give interpretation to the phenomenon in the city of Tulkarem , therefore the result of observations ,questioner and interview in the next chapter will help us to explain to what extend land use plan meet women's needs

## ***Chapter 5: Results of Observations, Interviews and Questionnaires:***

In this chapter, land use plan components related to women's needs for privacy, comfort, safety, security, children play area and child care are investigated from different perspectives in both the new and old neighborhood. This chapter is divided into two sections. First, women's needs components are investigated and examined, in general, based on observations and interviews conducted in the context of Tulkarem. Secondly, women's experience needs are investigated quantitatively based on data collected from questionnaires.

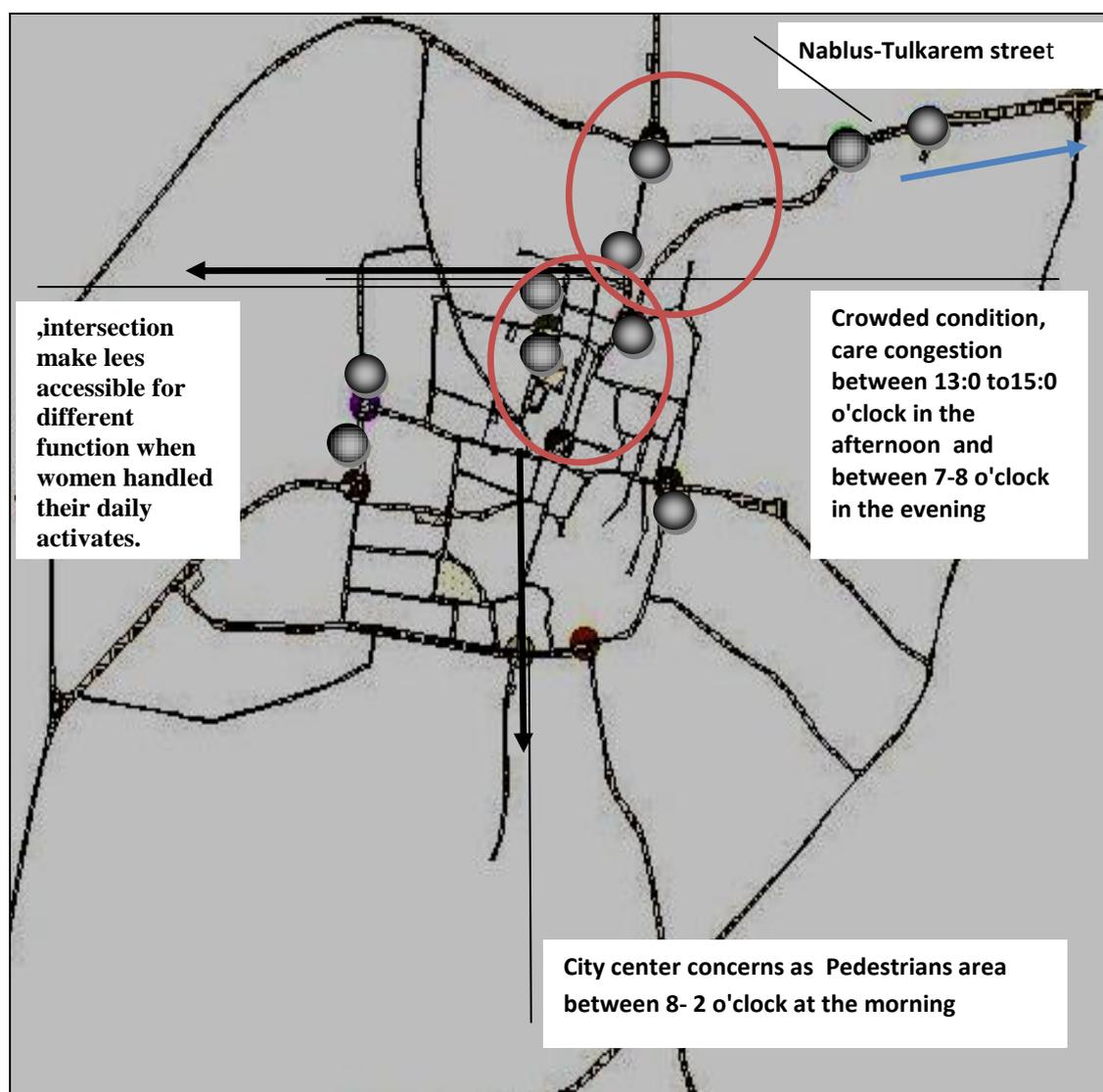
### ***5:1: General Results of Observation sand interviews: Women's needs components in Tulkarem:***

This section deals with results taken from the observations. The focus is on investigating women's needs components in different land use elements( transportation facilities, employment and surface zone and residential zone), as a context of women's everyday life activity. In the followings paragraph are the most important findings.

#### **5:1:1:Transportation facilities:**

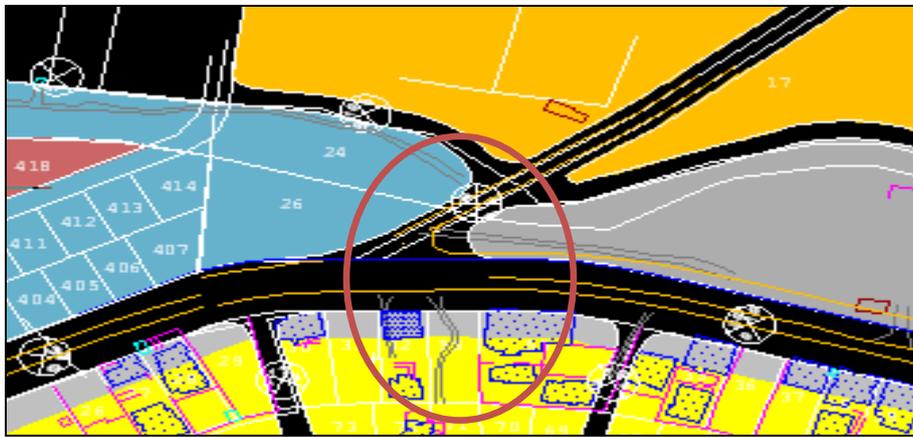
**R**oads represent the most important and basic transportation facilities. Thus, we investigated whether women use their private car, taxi or just walk to execute most of their everyday life activities. Tulkarem roads are divided into two main roads, the first one is the Tulkarem – Nablus Street, the second being the Pedestrian road downtown with a width of 3 to 8 m. In daytime, the roads are very crowded, particularly between 8:0 to 12:0 o'clock pm. One of the basic facilities for transportation is the main public station downtown which provides transportation to

other cities and villages. The second is a garage near Shwaika which reaches other districts. According to women in the new neighborhood, roads are heavily crowded in the morning and at midday between 13:0 to 15:0 o'clock P.m., resulting in less accessibility and more impedance when it comes to them trying to execute their daily activities. By contrast, women living in the city center are able to carry out their daily activities on foot within limited time. The city center is characterized as being of a compact traditional form with high density and promotes walking as a preferred choice to travel. (Figure5 .1).



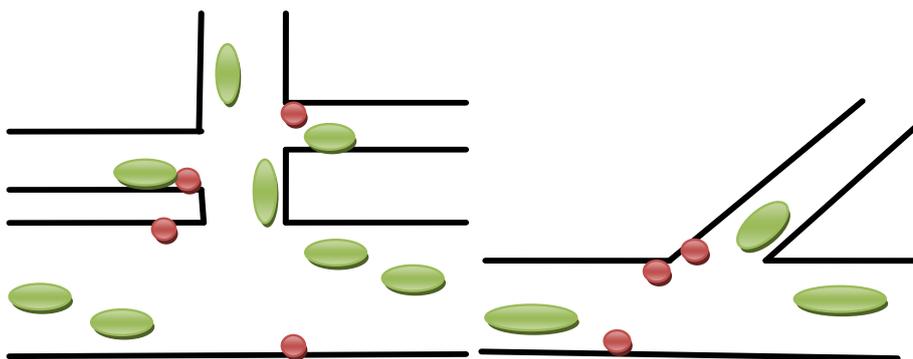
**Figure 5.1** :An example of physical and social components as an impedance for women's when they handle their daily activities. **Source:** the researcher,2011,the researcher

Physical forms of intersections between streets influence women's needs for security. For example, perpendicular intersections enable drivers to see the streets clearly and avoid women when crossing the streets with their children. Three legs intersections and multi intersections confuse women when they cross streets, especially when they escort their children. Intersections less than 90 degree do not enable drivers to see pedestrians when crossing the road, and in case of another driver coming from the opposite side, the situation would expose women to danger when they cross the street. (Figure .5. 2;3;4).



**Figure .5.2:** A map showing the physical form of the intersection

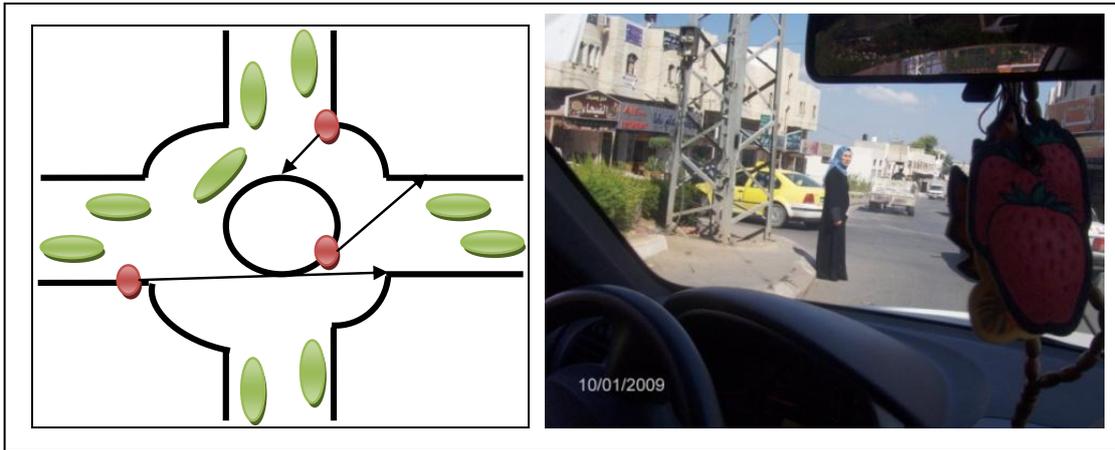
**Source:** Ministry of local government document,2005.



**Figure 5.3:** An example for , dangerous intersections as physical

components n land use plan interrelated to women's

needs for security and safety. **Source :**The researcher,2011.

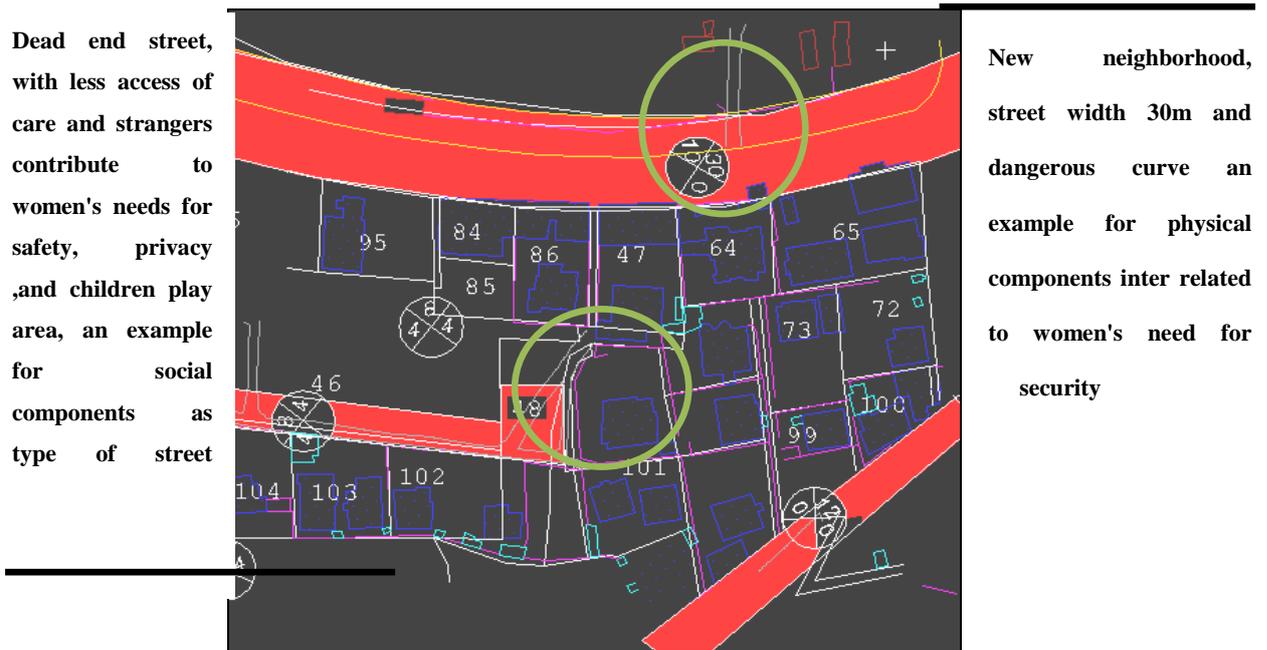


**Figure 5.4:** An example of dangerous waiting area, as physical components **Source:** The researcher,2009.

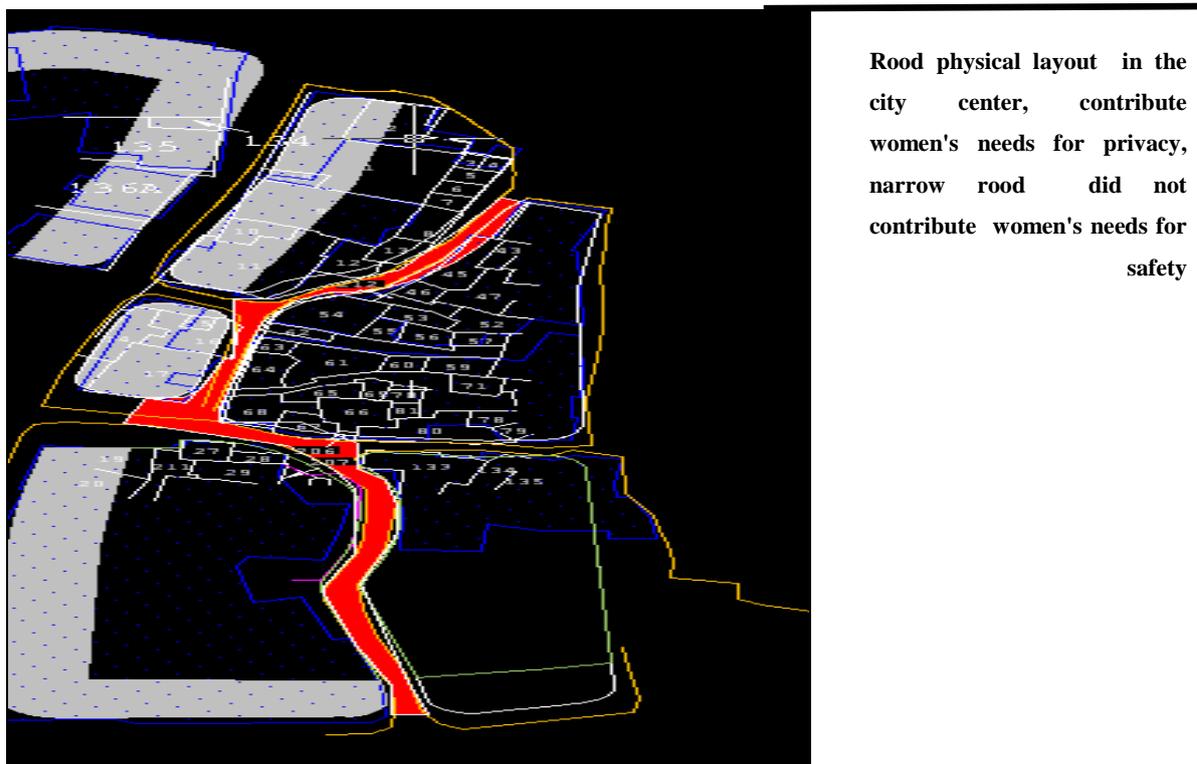
Roads in the city center are irregular and with a width that ranges from 2 to 3 meters. Having a street corner contributes to women's chatting and gathering without being exposed to strange men. However, roads in the new neighborhoods are regular and wide. (Figure5.5;6;7). The observations and interviews show that regular and linear streets enable women to see streets clearly, thus, contributing to women's needs for safety and security.



**Figure 5.5:** parking in both sides of a street in the city center, there is no adequate waiting area. **Source:** the resercher,2009.



**Figure 5.6:** An example for the, street physical layout and curves as physical components of land use plan. **Source:** Ministry of local government document,2005.



**Figure 5.7:** An example for physical layout as physical component for land use plan, inter related to women's need for safety, security privacy. **Source:** Ministry of local government document,2005.

**We** can conclude that the physical components for safety, security and accessibility shall include physical layouts of the space,

Observations show that the duration and distance, according to the mode of travel, contribute to women's needs for accessibility. From 1;00 to 3:00 p.m. women pick up their children from the day care and school, do their shopping and finally make the trip back home; women have limited time, because they have to combine between domestic and paid work. Car congestion and children behaviors while walking on the streets make disruption and cause the streets to be less adequate to travel back home and carry out daily activities ( Figure 5.8).



an example for family restrictions women compa by their children when carrying out their daily activity.

**Figure .5.8:** an example for mode of travel for women in the city center as informal rules,

**Source:** The researcher,2009.

**T**hrough the observations, the type of street influences women's needs for safety, security and privacy. Primary and main streets with heavy traffic in both the city center and new neighborhood with crowded condition did not contribute women

safety, security and privacy needs, crowded condition and heavy traffic condition expose women and their children to dangerous, Pedestrian roads enable women to walk freely with their children and do their shopping activities without exposing their children to traffic dangers ( Figure 5.9;10) .



pedestrian roads street with less access of cars influence women's needs for safety and security feeling

**Figure 5.9:** An example for social components in the city center,

**Source:** the researcher, Tulkarem,2009,.



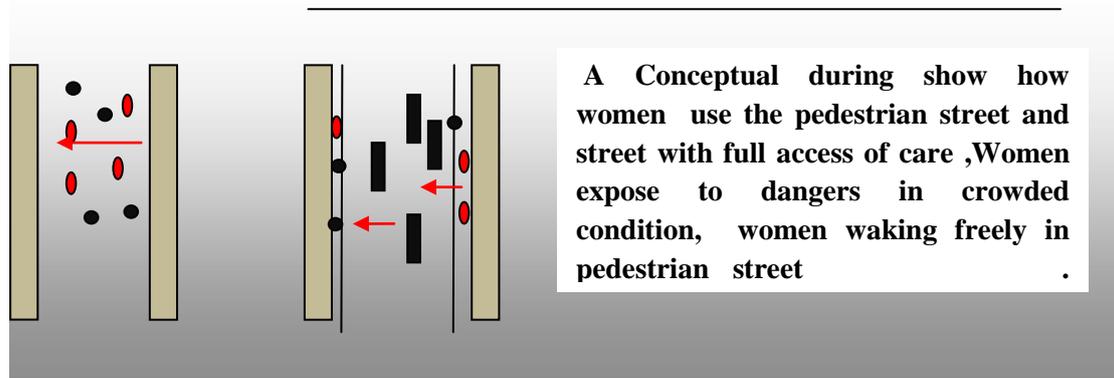
Primary Street in the city center with width of 4m-6m, expose women to dangerous, Women leave the sidewalk and walk in the street. They are exposed to both danger and taxi drivers Width of street contribute women's privacy and comfort

**Figure 5.10:** photo show car congestion at eleven o'clock in the

**Source:** The researcher, Tulkarem,2009,

Light traffic allows women to control their reactions on the streets to a high degree. Observations show that the number of women who use main streets in both the city center and the new neighborhoods decreases when the amount of traffic on

these streets increase, particularly during rush hour (from twelve o'clock until two o'clock in the afternoon) (Figure 5.11).



**Figure 5.11:** An example of social components ,type of street influence women's needs for safety, security and comfort. **Source:** The researcher ,Tulkarem,2009.

Controlling vehicle access to commercial spaces contributes to women's needs for security and privacy when they handle their daily activities . Vehicles in streets make the area available for women pedestrians more limited exposing them to danger, particularly if the sidewalks are narrow. On the other hand, women use sidewalks to have freedom of movement and avoid disturbances especially when accompanied by their children, which definitely contributes to their protection (Figure 5.12).



**Figure. 5.12:** Street without side walk expose women and their children to danger .

**Source:** The researcher, Tulkarem,2009.

Observations show that women, who live in the new neighborhoods, use a private car or taxi as a preferred mode of travel to have their everyday life activities done . Interviews with working women, show how private cars spare women from exposing themselves to the male community when they do their shopping, execute their recreational activities, go to work and day care .

**T**he social components in transportation facilities including social status, car ownership, car users, activities and the exact time of executing such activities are all interrelated with women`s needs for privacy, safety, accessibility and comfort needs. Crowded roads can be considered as social components related to women's needs for comfort. Cultural components include the way of carrying out the activities, restrictions (individual, family, society), the access to cars, the mode of travel as behavioral travel as well as society and family rules .

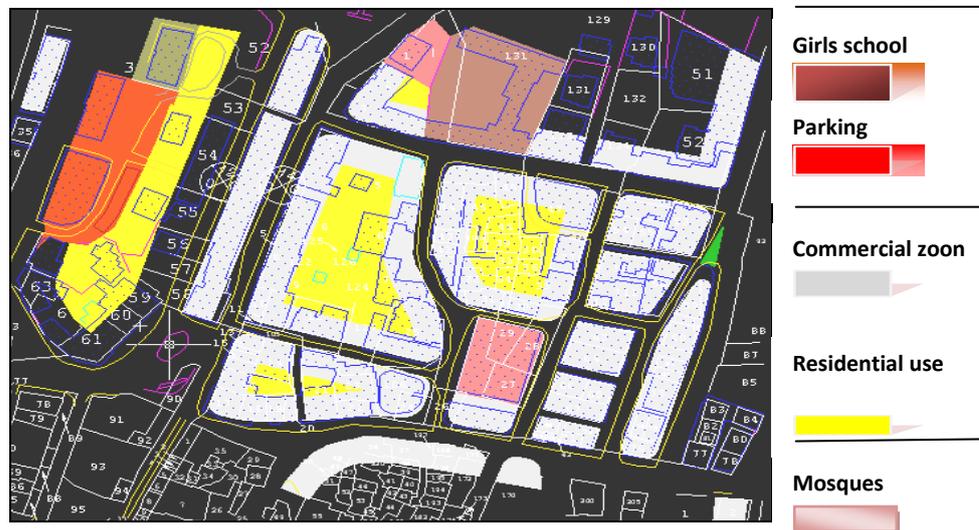
### ***5:1:2: Employment and crevice zone:***

**E**mployment and service areas are located in the city center and in the zone around it. These zone are included the basic utility, that`s why that part of the city is always crowded during the day, from half past seven until three o'clock. After that, women activities become less. This is from five o'clock until eight o'clock as during this time men would go to coffee shops and internet clubs.

**T**he city center has a residential and commercial use according to the classification system in the city of Tulkarem, and has zero setback for almost of building (figure5.13).

**E**mployment and surfaces zone is located in the midtown. It is always busy because most activities and services are done at the city center, so it is crowded during

morning hours when the children and employees go to schools and their works or return home. It is also crowded in the afternoon with vehicles and people returning home.



**Figure 5.13:** Plan show function distribution in city center.

**Source:** The resercher, Tulkarem, 2009.

**B**y observing women`s activities in the old markets in the city center such as the vegetable market area and hucksters, it is noticed that most women in these places are between the ages of 45 to 60. Women between 16 to 40 are not noticeable in those areas because of the customs and traditions that limit their presence for privacy considerations and prevent women from exposing themselves to strange men.

**T**he observations show that women avoid walking in the streets after six o'clock. For any traveling after that time, they use taxis, private cars, or travel with friends, husband and children in order to be safe ( Figure.14).



**Figure.5.14:** city center at 19:0 o'clock at evening, an example of social component

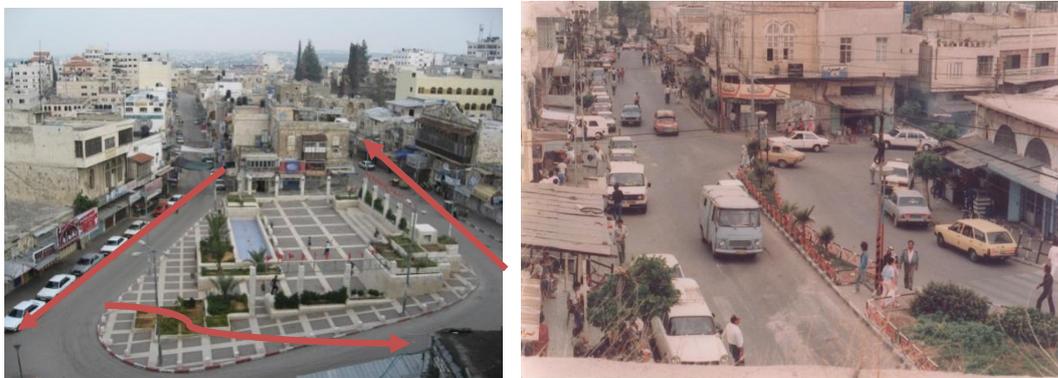
**Source:** The researcher, Tulkarem2009.

During the day, women are not present in some places in mid town such as Haifa street, AL-Shuhada square. Women only go to that area for necessary activities such as going to the garage in order to travel to another area in the city. The observations and interviews illustrate that women are rarely seen at AL-Shuhada square, because of car parks and coffee shops which may expose them to strange men, thus, contributing less to their privacy and security needs. The interviews show that women do not feel comfortable and secure in man-focused places and places where there's a density in the number of cars especially when they take their children for shopping. Tulkarem women prefer shopping in places unreachable by cars, such as the vegetable market, hucksters and other areas for selling cheap different things. The area there is a walking area; therefore women feel safe in practicing their daily activities ( Figure5.15; 16).

Women prefer walking during the day because they feel afraid at night. Therefore, time is one of the important components that affect woman's safety and security needs.



**Figure 5.15:** Men's in city center between 10 – 3 o'clock, prevent women's to use AL-Shuhada square . **Source:** The researcher, Tulkarem,2009.



**Figure5.16:** an example of social components influence on women's needs for privacy as access of car andthe coffee shops.  
**Source:** the researcher,Tulkarem,2009.

Observations show that girl students get out of school at the same time as their counterparts. As a result, and due to customs and traditions, girls walk in a limited areas to avoid connection with the boys. Khadory University is located to the west of the city. University girls change their paths when getting back home, and use public transportation to avoid strangers at the city center and AL-Shuhada square (Figure 5.17).

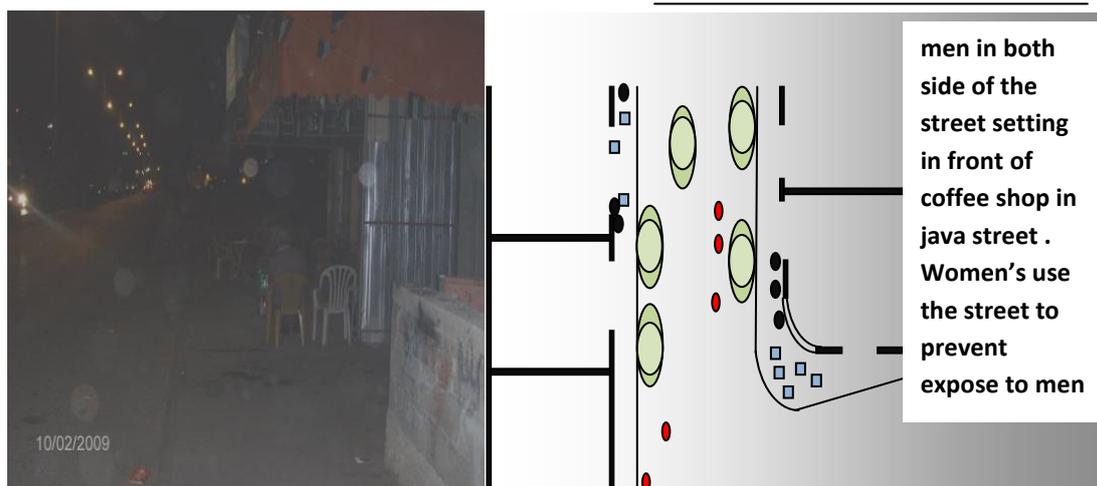


Girls change their bath ways to prevent exposure to men when going to city center to contribute their needs for privacy .

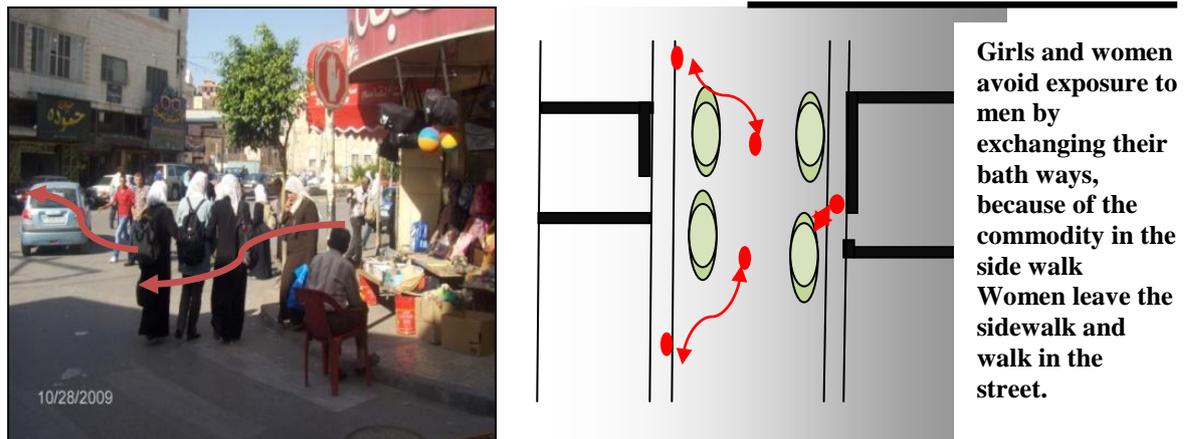
**Figure 5.17:** An example of travel behavior for women in the city center

**Source:** The researcher ,Tulkarem,2011..

By observing women's behavior in the streets, we notice that they avoid taking their children to the markets in order to contribute to their feeling of security. Observations show how women contribute to their privacy needs by changing their access of roads because of the hucksters and men sitting at the front of coffee shops ( Figure 5.18;19).



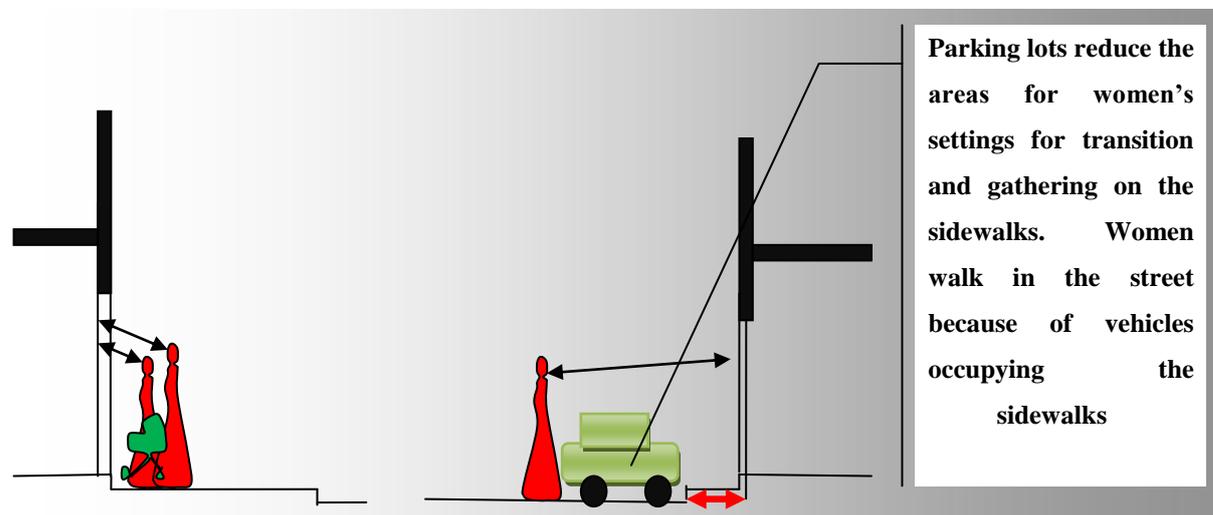
**Figure 5.18:** Graph and conceptual drawing show how social components in land use plan enters related to privacy need . **Source:** The researcher ,Tulkarem,2009.



**Figure.5.19:**an example of social and physical components, the relation between width of side walk and men behavior in the street, are inter related with women security comfort and privacy needs.

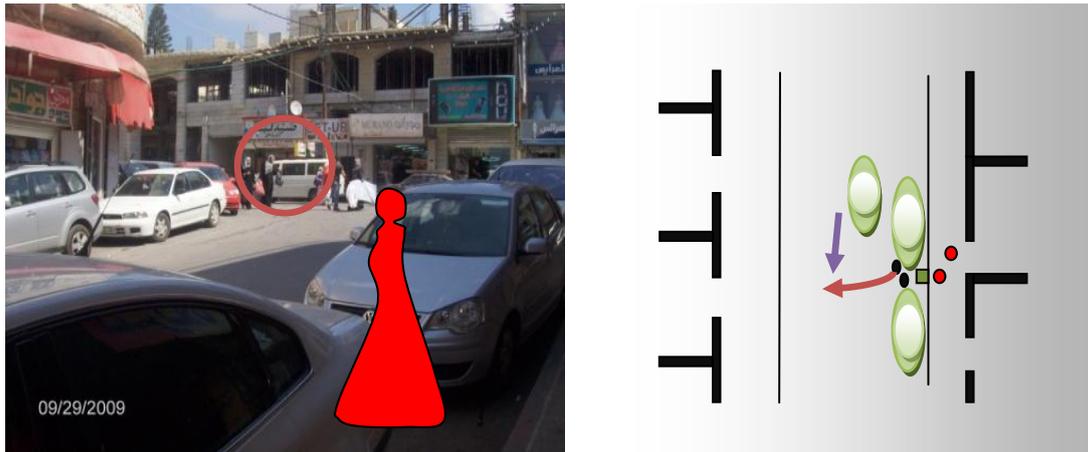
**Source:** Tulkarem,2011,by researcher.

Interviews show how women's experience of their needs is influenced in relation to their children needs to play area and their security needs. Adequate area in front of commercial areas encourage women to take their children to carry out their daily activity contributing to women's needs for security (figure 5.20;21).



**Figure 5.:20:** A graph shows how women with their children stop comfortably; the width of the side walk contributes women's needs for safety and privacy .

**Source:** Tulkarem,2011,by researcher.



**Figure 5.21:** A conceptual during show how car in Bothe side of street expose women to dangers when thy cruse the rood and drop their children.

**Source:** The researcher , Tulkarem, 2009..

Through observations, the low availability of cars and wide pedestrians areas prevent women and their children from exposing themselves to men and danger in the employment and surface zone, thus serving their security needs. However, commodities in front of shops make the street width less and increase women's exposure to passers-by and shopkeepers (Figure5. 22;23):



**Figure 5.22:**An example for safety area for women's with their children, graph show how wide pedestrian area allow women to stop and buy goods comfortably.

**Source:** The researcher, Tulkarem,2009.



**Figure 5.23:**example for travel behavior as (cultural component) .

**Source:** Tulkarem,2011,by researcher.

The slow-down in commercial activities after five o'clock in the afternoon reduces the feeling of safety by women of Tulkarem. During the interviews, women expressed being uncomfortable going out to the town center at night especially on foot. They would rather use a private car or taxi as a mode of travel safer at night.

So the most important elements that play a role in determining women's needs are age, social and family restrictions, children's age, number of children and women's various responsibilities.

Controlling the function in the employment and surfaces area enables women to behave comfortably and without caring much about observing privacy rules, although in some cases this may restrict women's behavior because they feel that they are being observed by male inhabitants of their districts. Women avoid going to commercial areas that sell car accessories and heavy commodities. Otherwise, they would choose areas where clothes, home accessories and foodstuff are sold. They stop and wait for social gathering after they finish shopping. The commercial use of the area contributes to women's feeling of security and freedom to execute their activities. Therefore, the type of commercial is a social components inter related to land use (figure 5;24).



**Figure 5.24 :** An example for social components for comfort and privacy needs

**Source:** The researcher, Tulkarem, 2009.

Time element is very important for employed women to practice their daily activities through the existing function distribution. It is clear that time restrictions govern and control women's everyday activities. The places they can visit are governed by family customs and related to women's age. In the case of Tulkarem, women's social life is influenced by the Arabian Islamic culture and contemporary social life needs, which are factors that led those women to combine between domestic work and paid work. In this study, time will be investigated quantitatively as a social components related to the context of women's everyday life activities in the city of Tulkarem as the following ( Figure5.25):

- In the morning, from seven to ten o'clock, students go to school, ladies go to work and send their kids to kindergarten. This is a rush time where a lot of kids are in the middle of the town and on the main streets. It is a critical time of the day that affects women's needs. Two of the most important factors that affect women's activities are the heavy traffic and the number of kids on the streets.
- From ten to one o'clock, housewives go out shopping, where the traffic is lighter and quieter. Their time is limited by the return of their husbands and children home.

- From one to four o'clock, streets are full of cars, employees and students going home. This is the shopping time for vital things like foodstuff and other things. This time is rather limited for executing daily necessities, doing housework and shopping.
- From four to six, a lot of kids are again on streets playing. Women`s outside activities slows down and their job is limited to housework and taking care of the children.
- After six o'clock, activities become even less, especially for pedestrians. Traffic increases for family visits. Men gather in streets and at coffee shops. Women`s motion is limited to public and private transportation most of the time. They avoid being in the middle of the town and going out on their own
- After eight o'clock, most women avoid going out and pedestrian movement decreases.



**Figure5.25:** crowded condition between 1-3 o'clock and during the morning. An example of social Components. **Source:** the researcher, Tulkarem,2009

Therefore, the physical components in services and employment zone include location of function, distribution of function and distance which are related to

women`s needs for accessibility. Child care, setback and sidewalks are interrelated with women`s needs for security and privacy. The social components include time, type of commercial, type of function, and user being inter related to women`s needs for privacy, safety and comfort. The cultural components include the way of carrying out the activities, restrictions (individual, family, society rules) and travel behavior.

### ***5:1:3: Residential zone:***

The residential area in Nablus-Tulkarem street is governed by the legislation of the residential zone in land use plan for the city of Tulkarem. Each residential unit is between 400m<sup>2</sup>-750 m<sup>2</sup>, has a front yard between 3m- 5m, and has a maximum height of two stories to four plus a roof. The type of function in the new neighborhood is of a residential and accommodating (supermarkets) commercial use along the Nablus –Tulkarem Street. There are no basic functions like schools, commercial areas for basic goods, medical centers, or day care.

Observations shown that women who live in the city center have more access to the different functions and uses in carrying out their everyday life activities. Function distribution and mixed use commercial and residential area in the city center allow women to carry out their everyday life activities within the limited availability of time, particularly for those who combine between employment and domestic work or productive and reproductive activities. After observation of the old city, it was noted that most basic utilities are located in downtown where schools, especially girls` school, kindergartens, working places, different markets, cars stop, public transportations and parks are found. All these activities are within the walking range distance for women residing in areas around the city center.

Our observations show that the location of the residential area in Nablus – Tulkarem provides less access to the basic functions like day care, medical centers, etc, and that women spend more time traveling to these facilities and returning back home. Consequently, women cannot carry out their everyday life activities within the limited use of time (Figure5. 26).



**Figure 5.26:** Map show functions distribution in the new neighborhood.

**Source:** Ministry of local government document,2005.

Observations show complaints about schools being far away, especially girls' schools. Most of these schools are in downtown.

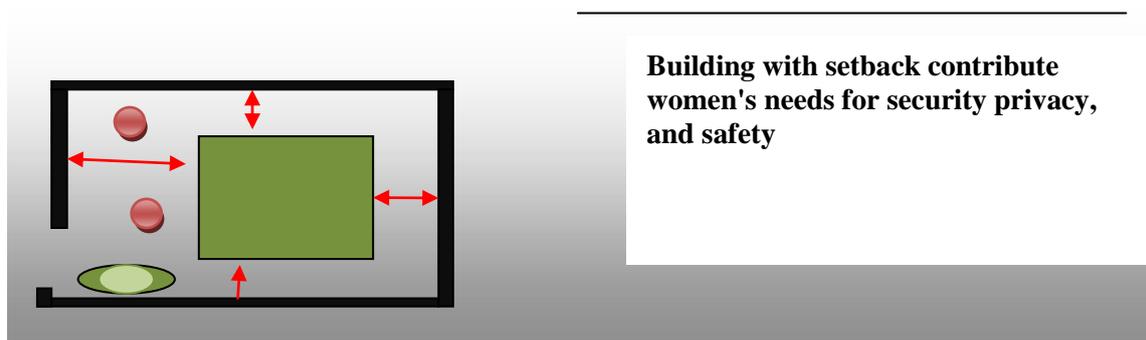
Girls need transportation, such as taxis, to go to their schools and this leaves their families with a feeling of uneasiness and worry since their girls may be exposed to strange men.

So women, as mothers, feel that they need closer schools for girls for their safety and reliable transportation services to be at schools on time. From the above mentioned, we note that gender and standard of living are considered as social components.

There is an interrelated relation between the mode of travel, income, distance, and location are considered as components for women`s needs for accessibility. Women who have a private car and live in the new neighborhood have access to the city center more than women who live in the city center and don`t own a private car. Women who live in the city center spend more time traveling in order to perform their different tasks since they walk to their everyday life activities

Separation between commercial and residential buildings in new neighborhoods makes traveling to work, sending the children to day care, shopping, etc. a longer journey.

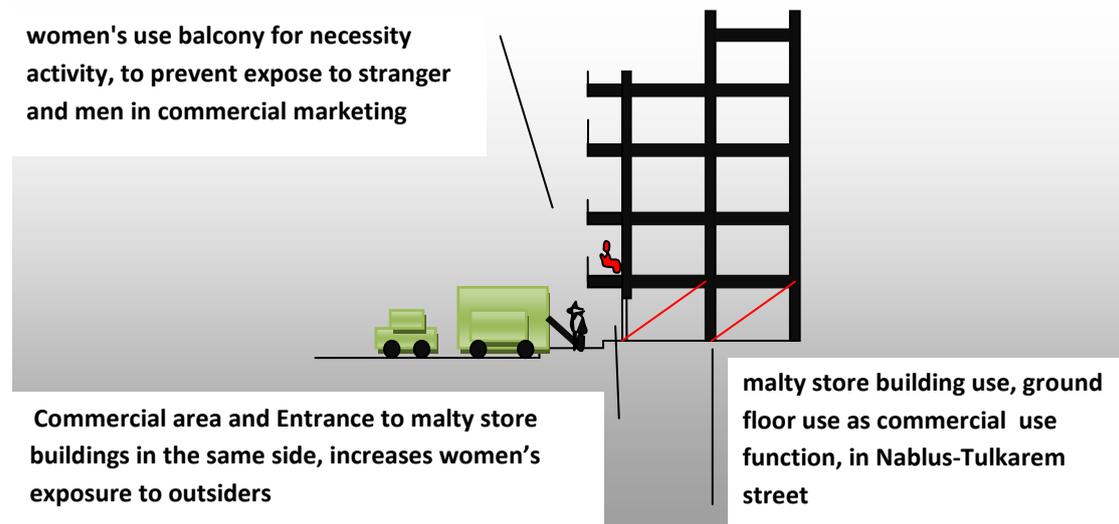
The building codes and regulations contribute to women's privacy needs in the new neighborhoods. The separation between commercial and residential buildings, in both horizontal and vertical structures are considered social components ( Figure 5.27).



**Figure 5.27:** An example of formal rules in land use plan 3m-4m set back contribute women's need for safety security and privacy.

**Source:** Tulkarem,2011,By researcher

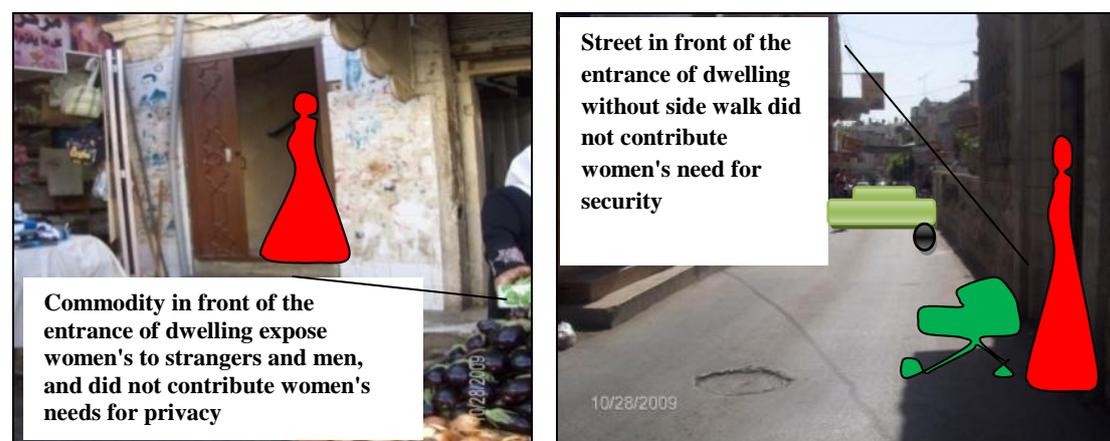
In the new neighborhoods along Nablus Tulkarem Street, buildings rise to four and five stories. The ground floors are used as commercial functions. This does not contribute to women's needs for privacy (figure 5.28).



**Figure 5.28:** An example for formal rules in the new neighborhood, malty store buildings, and the location of commercial function in residential zone.

**Source:** Tulkarem,2011,By researcher.

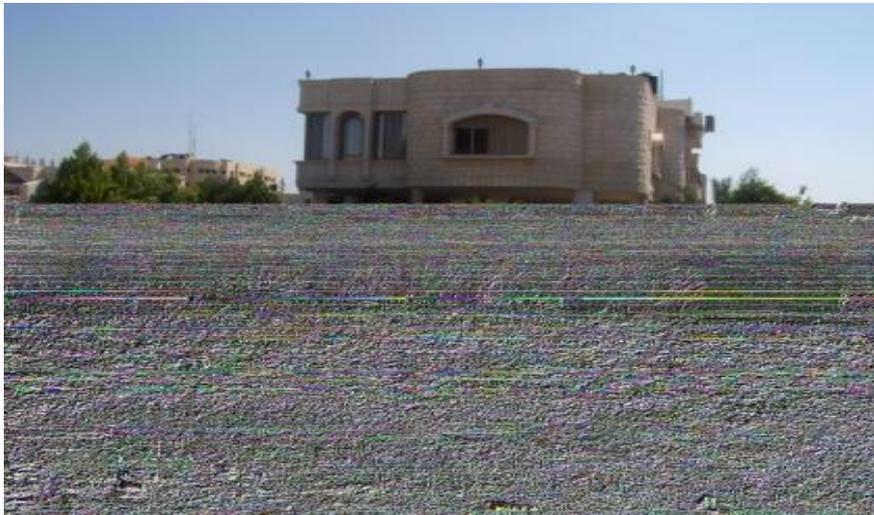
The dwelling entrance without setback exposes women and their children to danger and does not contribute to women's needs for privacy (figure 5.29 ).



**Figure 5.29:** An example of social and physical components for land use interrelated to women's needs for privacy and security.

**Source:** The researcher , Tulkarem, 2009.

The observations show that walls are used to protect women inside their houses from outsiders. This contributes to women's needs for privacy and security.(Figure 5.30).



**Figure 5.30:** Examples of walls surrounding as physical components of women's privacy and security needs

**Source:** The researcher ,Tulkarem, 2009.

**H**uman behaviors such as that of vendors displaying their commodities very close to the entrance of dwellings can be considered as informal rules. Such behaviors expose women to strangers and does not contribute to women's needs for privacy (Figures 5. 31).

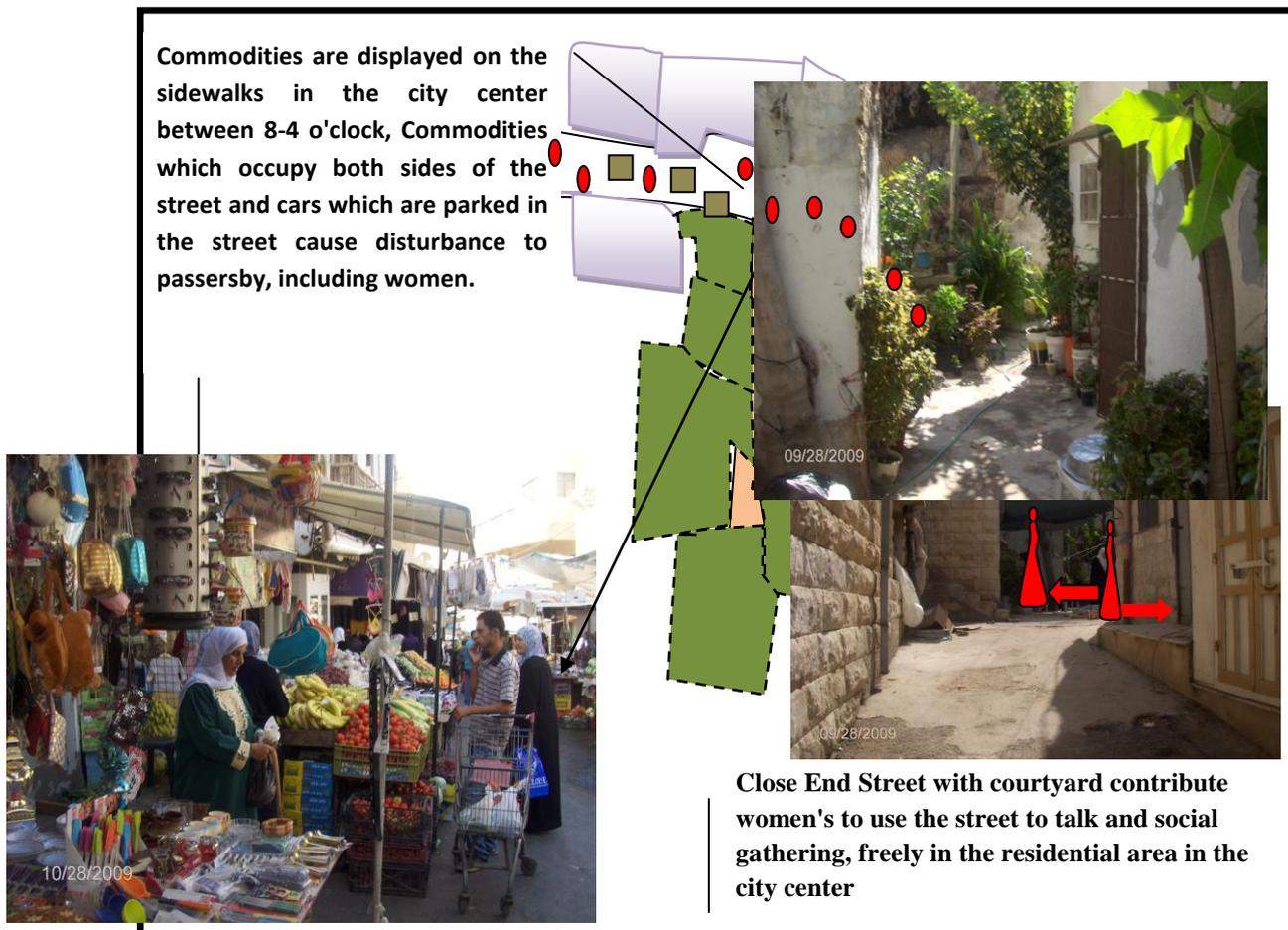
**T**he observations and interviews highlighted the fact that dead-end streets enable women to make social gatherings without being exposed to dangers or strangers.This also enable their children to play and contact each other in a secure area without being exposed to traffic dangers.

**T**hrough the interviews, it becomes obvious that women believe that their children are late to school due to the large distance between the school and home

since there are no family cars due to financial difficulties. They end up paying a lot of money for transportation in order to send their children to school.

**Physical components** which are related to women needs, the width of roads which lead to the residential zones, the number of floors, frontage yards and garages, all these are related to women's needs for safety and security in residential zone .

**The nature of the activities** in residential areas influences urban safety, the nature of the activities available and the ability to reach these services and utilities. Setback areas between buildings and streets in new neighborhood contribute to women's needs for privacy and safety needs.



**Figure 5.31:**An example for social components related to land use plan

**Source:** The researcher, Tulkarem,2009.

Separation of function in the new neighborhood does not contribute to women's security needs. The new neighborhood is only used as residential areas where an active social life is not found unlike that in the city center (Figures 5.32;33).



**Figure.5.32:**an example of social life in the new neighborhood, no active social life between 10:0 -15:0 o'clock. **Source:**The researcher, Tulkarem, 2009.



**Figure 5.33:** Active Social life during the morning time in the city center in Tulkarem .

**Source:** The researcher, Tulkarem, 2009.

The types of streets controlling vehicle access and user access to the residential zone in the new neighborhoods contribute to women's security needs.

Observations have shown that dead-end streets enhance women and their children to use them.

**D**ead-end street and street corners are important meeting places and important ecological places where children meet, contact each other and enjoy their time. In such an environment, women handle their daily activities without worrying about the safety of their children(Figure5. 34).



**Figure5 .34:** active Social life during the morning time in the city center in Tulkarem

**Source:** The researcher, Tulkarem, 2009.

**T**herefore, the physical components in residential zone including location of function, setback, distance, wall surrounding and number of stores are related and contribute to women's needs for safety, security and privacy.

**T**he social components include time, access of car, type of roads, which are interrelated with women's needs for accessibility and security, while children`s play area and exposure to strangers are interrelated with women`s needs for privacy and safety. Cultural components include the way of carrying out the activities, restrictions (individual, family, society rules) and travel behavior.

Based upon the previous analysis, women's daily life in the city of Tulkarem was discussed according to the following: .

- productive and Reproductive activities such as teaching, working in the private sector, working in the governmental sector, shopping activities, recreational activities, child caring and housekeeping.
- Balance between productive and reproductive productive responsibility according to time use, duration and time use.
- Rules related to the society, family rules and religion rules.

All these factors have an effect on the following:-

- Women's travel behavior or how women carry out their everyday life activities.
- Places where women are mostly found. Women in Tulkarem avoid walking or being present in AL-Shohada square and Java Street.
- The time that women are found outside their houses, using the public spaces.
- The relation between women's experience of their needs and their everyday life activities.

By observations and interview methods, the following land use components were conducted from the context of Tulkare (Table 5.1), which these components will be examined through questionnaire method to explore which women's needs are met through these components in both the old and new neighborhoods will be discussed quantitatively in the next sections to get more explanation about women's experience needs .

Table 5.1: Needs components relevant to land use plan in the context of Tulkarem:

women's needs	Land use elements	Land use components			
		Physical	Social	Cultural	
				Formal rules	Informal rules
Safety	Transportation facilities	Physical layout, width of road, location, location of function	active social zone, type of function		Mode of travel
	Employment and Services zone	Location, width of road, parking of public transportation	type of function, the active degree of the space, user, type of activity, time, age	Mixed use, or separation of function	,society rules
	Neighborhood zoon	Location of functions, parking of public transportation, waiting area	type of function, the activity degree of the space, user, type of activity, time, age, type of activities	Mixed use, or separation of function,	Location of functions, parking of public transportation, waiting area
Security	Transportation facilities	Width of right of way, width of side walk, intersection, street layout, location of waiting area, curves,	Time according to activity in span of day,(travel to school, go to employment area, car congestion,, shopping activity, go to home, and activity at night, social contact,),car congestion, car ownership, age, socio economic		Mode of travel according to etch type of activity and location of resident and employment area
	Employment and Services zone	Location of employment area according to home and another functions, Parking	type of activity according to time use in span of day, type of commercial	right of way Separation of function(Municipality legislation)	Mode of travel,
	Neighborhood zoon	Location of home according to employment area, and day care and service, Location of home according to main street, and transportation facilities, height of walls	Type of activity in resident area according to time use, type of function or type of commercial, type of street in neighborhood zone	Municipality legislation according to setback and number of store, type of resident, setback	Mode of travel,

		surrounding resident area, setback			
<b>privacy</b>	<b>Transportation facilities</b>	Intersection, street layout, width of side walk, parking, green area, waiting area, width of road. Type of road pedestrians road	Type of function, type of commercial, user, type of activity duration, Type of road, pedestrians road		Mode of travel Family and society rules
	<b>Employment and Services zone</b>	Location, parking, easy access for women	Type of commercial, access of care, easy access for women, pedestrian area	Mixed use, and separation of function	
	<b>Neighborhood zoon</b>	Side walk, setback, front yard ,location, wall surrounding	Type of function in resident area, user, type of street in resident area	Municipality legislation according to setback	Family and society rules,
<b>Accessibili ty</b>	<b>Transportation pattern</b>	Distance impedance(int ersection), availability of parking are for car	Time related to the activity during the span of day Duration, socioeconomic, care ownership, size of household activity related to employment women's activity related to hose wife women's	Sprawl characteristic, separation of function,( Municipality legislation)	Mode of travel Religion and cultural rules
	<b>Employment and Services zone</b>	Location, of employment area according to services area, and day care, Location of services according to home and employment area	Duration, socioeconomic, care ownership, size of household activity related to employment women's activity related to hose wife women's	Municipality legislation, separation of function, mixed use	
	<b>Neighborhood zoon</b>	Location of home according to employment area,	Duration, socioeconomic, care ownership, size of household activity related to employment women's activity related to hose wife women's	Municipality legislation (setback, number of store, single home ) Separation of function mixed used, setback	Location of home according to employment area,
<b>comfort</b>	<b>Transportation facilities</b>	, green area, cleanest of the space, waiting area,	Type of commercial, care congestion		Mode of travel

	<b>Employment and Services zone</b>	location, clean of the space, green area parking in commercial are	Type of function, type of commercial		Mode of travel
	<b>Neighborhood zoon</b>	Location green area, clean of the space, green area	Pedestrians in the street, care congestion	setback	Location green area, clean of the space, green area
<b>Day care</b>		Location (home to day care and day care to work), parking, side walk, waiting area, parking, distance	Duration, socioeconomic,, access of car	(Mixed use ) or separation of function	, mode of travel, Family rules
<b>Children play area</b>		Location, , parking area	User, socio demography,,, socio economic, time, age of, care ownership, children	Right of way	Family rules

Women's needs, in general, are met through physical, social and cultural components in land use elements through the interviews conducted, women in the city of Tulkarem did not express any specific need related to their cultural social life and their daily pattern .

**I**n general women stress about their privacy need as a cultural need ,privacy need in the city of Tulkaem influence by cultural context .

**W**omen meet their privacy need by change their travel behaviors like use privet car or exchange their path way women ,interview show how women connected their privacy need to safety and comfort need.

**I**nterview show how privacy need is more relevant to house wife women with their children because of safety and privacy considerations therefore, there are no

specific needs relevant to women in the context of Tulkarem, but a specific ways of carrying their activity are deferent from another context .

**5:1:4: Attitudes of planners towards women's needs according to land use plan:( Informal Rules):**

In Palestine, building codes and regulations do not cater for women's needs, interviews with Engineers and Planners showed that their indirect concern for women's needs influence the decision-making process regarding to land use plan as shown in the following cases:

The interview shows that Engineers take women's needs into consideration through girls` schools locations only; due to family and society rules. "When we choose location girls` schools, we are concerned about protection and privacy for girls when they use streets to travel home from and to school" **(The head of the project section, ministry of local government, 2011).**

Interviews also show that in their planning work, planners do not see any difference between men and women's needs. "Why women! Our codes do not differentiate between women and men. Women can achieve their needs inside their houses." **(The head of buildings and legislation section, ministry of local government,2011).**

Based on the interviews, planners give priority to meet residential needs for schools and medical centers as well as roads as basic transportation facilities. "We focus on the planning; determine the design and physical layout of new roads and main streets; because these represent basic facilities to transportation and give access

to different functions" (**The head of buildings and legislation section, Tulkarem municipality, 2011**).

The interviews also show that although women are involved in planning practices and preparing of the land use plan, female planners do not differentiate between their own needs and men's needs. "Is there something special for women to be considered in land use planning other than location of girls' schools? We suggest the location of different functions according to land ownership, where the land is owned by the municipality. We can determine the basic facilities like school, parking and medical centers, according to the master plan of the city of Tulkarem" (**The head of planning section, Tulkarem municipality, 2001**).

Through my experience as the head of planning sector in the Ministry of Local Government in Tulkarem region, the planning process determines the road network according to the location of basic facilities. It meets recent needs without considering gender needs. Women's needs are considered indirectly by the Palestinian legislation represented in the setback of the different building and mixed uses in city center, without considering a proper zoning ordinance to meet gender needs. There are no regulations highlighting women's needs for safety, security and privacy. Women meet their needs for day care through inside their homes.

Through the observations and interviews, women's don't use private car as a preferred choice of travel. Mr Husam, an officer at the Ministry of Transportation and a driving tester, when asked about woman's behavior while driving their cars in the streets, he said: " a woman doesn't have the ability to drive watchfully, is not

aware of street risks and feels worried at intersections. Moreover, her ability to estimate dangers is fewer than men. She prefers short rides because she becomes tired faster than men.

Alaa Ulayan, an Engineer at the Ministry of Transportation says: ‘I didn’t find any difference between women and men’s needs when planning for transportation facilities. We consider safety and security needs for women and men, by designing the perpendicular intersections, the street layout, and the physical form of intersections’.

Considering the above mentioned, it is clear that women’s needs are not considered by planners, as they believe that women’s needs are more relevant inside their homes than in the urban area, in general. women in planning practices are unconscious of their needs and do not reflect their gender needs in land use plan. Moreover, men exceed and surpass in numbers and decision-making processes.

### ***5:2: Questionnaire Results: Women’s experience of their needs according to land use elements in Tulkarem:***

In this section, women’s experience of their (Privacy, accessibility, safety, security, comfort, day care, and children play area) needs are investigated according to land use plan as a context of women's everyday life activities from women’s own perspective.

**R**esults of the (observations) examine the components of women's needs in eastern context. The questionnaire method, asking women how they assess their feelings of their needs (experienced needs).

In general the differences in women's needs are not statistically significant, which may be due to the small size of the sample, or due to the fact that women did not give the same interest to all items while responding.

***5:2:1:means values of Women's experience of their needs according to area and needs components.***

By taking the average of mean value it is evident that women's experience needs for safety and privacy were met to a lower degree than another needs for both women in the city center and new neighborhood Table.(5.2;3).

**Table 5.2:** Mean values of women's experience needs in the city center according to land use Elements. **Source :** statistical analysis by researcher (2011).

women's needs	land use Elements		
	transportation	services and employment zone	residential
safety	1.97	1.80	1,83
security	1.91	2.05	2.38
privacy	1.96	1.73	1.63
accessibility	1.84	2.72	2.22
comfort	2.18	2.18	2.31
day care	2.15	2.20	2.35
children play area	1.79	1.73	2.43

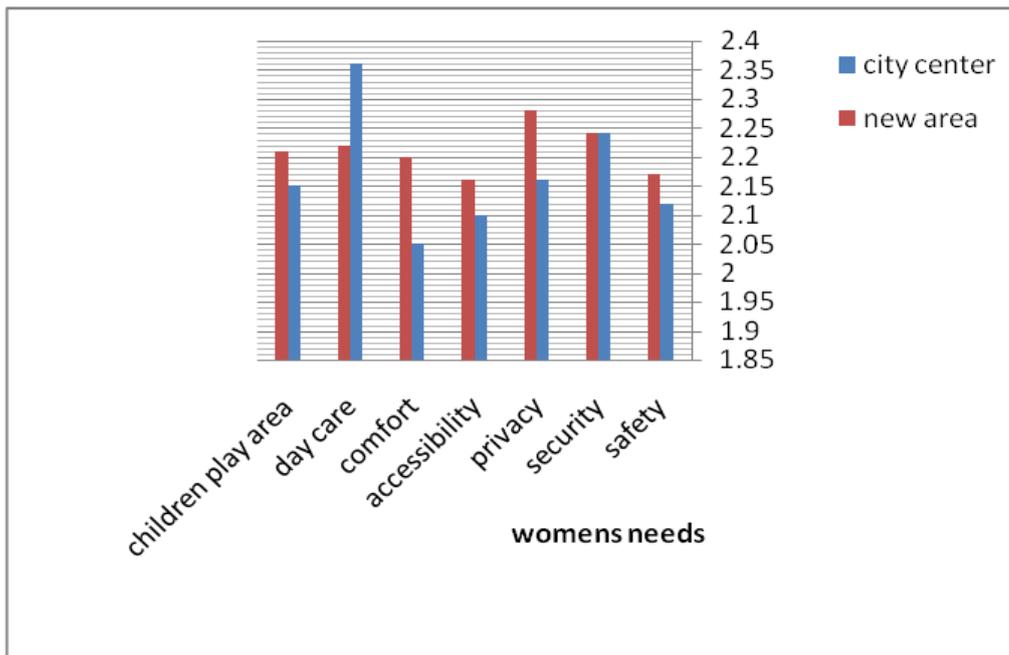
**Table 5.3:** Mean values of Women's needs in the new neighborhood according to land use Elements.

**Source :** statistical analysis by researcher (2011).

women's needs	and use Elements		
	transportation	services and employment zone	residential
safety	1.86	1.85	2.49
security	1.80	2.05	2.26
privacy	1.88	1.50	1.82
accessibility	1.95	2.73	2.52
comfort	2.10	1.99	2.08
day care	1.90	2.12	2.31
children play area	1.96	1.96	1.55

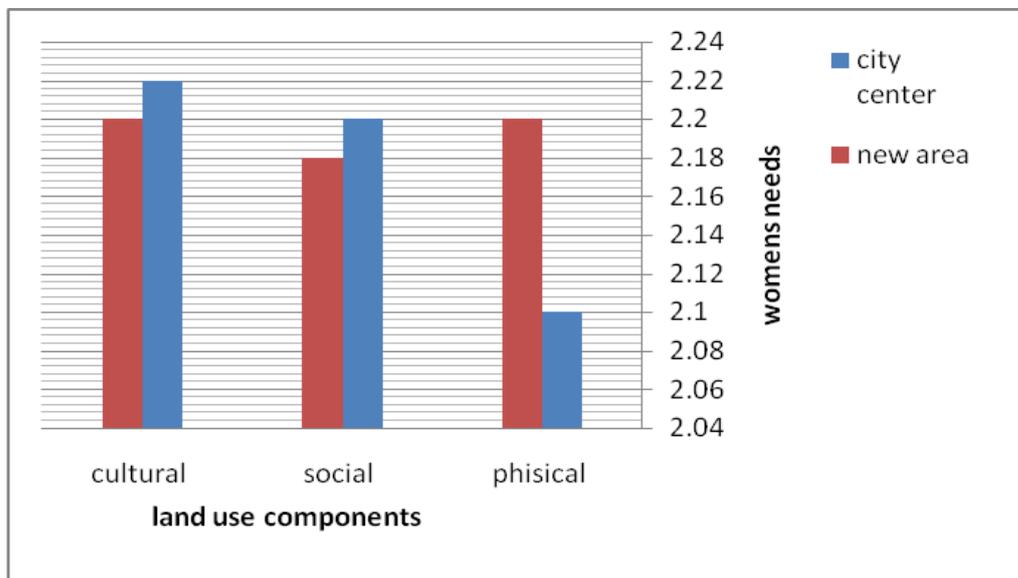
In general, By taking average mean values in the tow areas results show that women's needs have been met to a higher degree for women in the new neighborhood than for those in the city center.

Women`s needs in the new neighborhood are met through physical components to a higher degree than women in the city center whereas these needs are met through the social and cultural components to a higher degree for women in the city center than for those in the new neighborhood (chart 5.1;2).



**Chart 5.1:**Mean values of women's experience of their needs according to land use components.

**Source :**statistical analysis by researcher (2011).

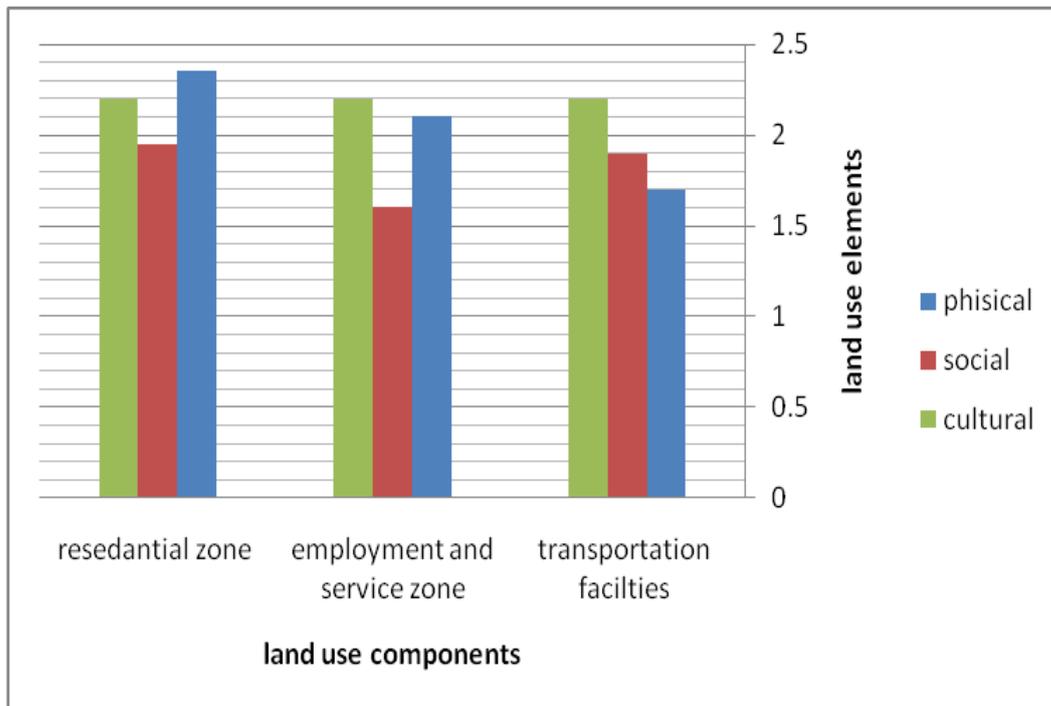


**Chart 5.2:**Mean values of women's experience of their needs components according to land

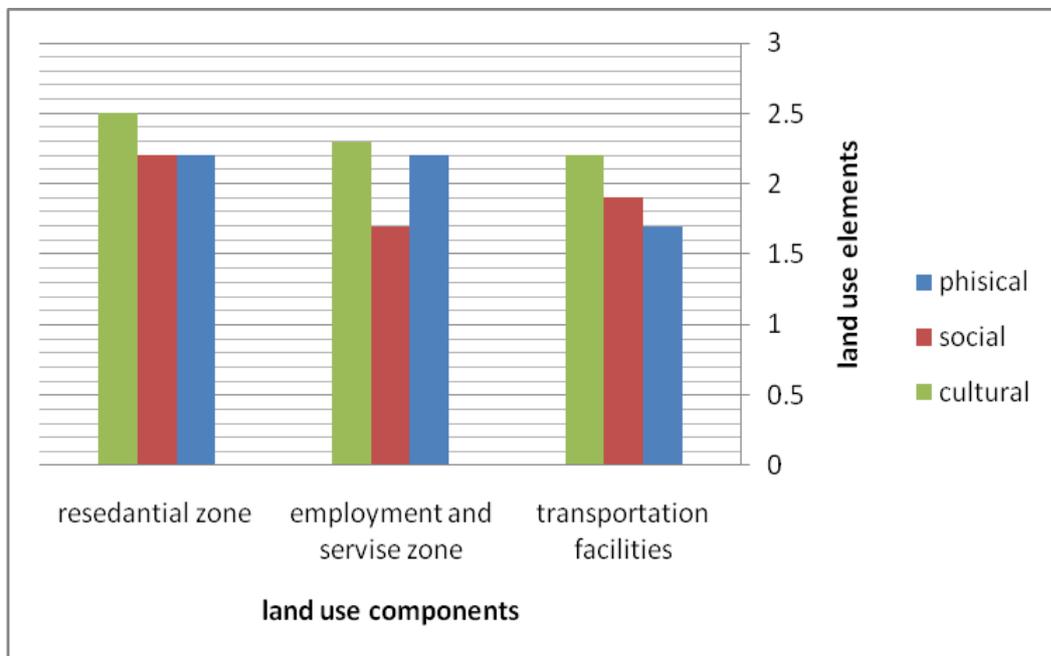
use components. **Source :**statistical analysis by researcher (2011).

***5:2:2: means values of Women's experience of their needs components according to land use elements :***

- Women's experience of their needs components in the residential areas for both women in the city center and the new neighborhoods were met to higher degree through physical components rather than social and cultural components.
- The result show that social components meet women's needs in services and employment zone to a lower degree than physical and cultural components, for both women in the city center and the new neighborhood.
- The result show that women's experience of their needs was met to a higher degree in residential zone for both women in the city center and new neighborhood than other elements of land use.
- In transportation facilities, women's experience of their needs was met in lower degree for both women in the city center and the new neighborhood than another elements and women's needs for security and privacy needs were met in lower degree in transportation facilities than other needs.
- according to needs components in transportation facilities, it is evident that women's experience of their needs was met to a lower degree, through physical components, for both women in the city center and the new neighborhood. (Chart5.3;4) .

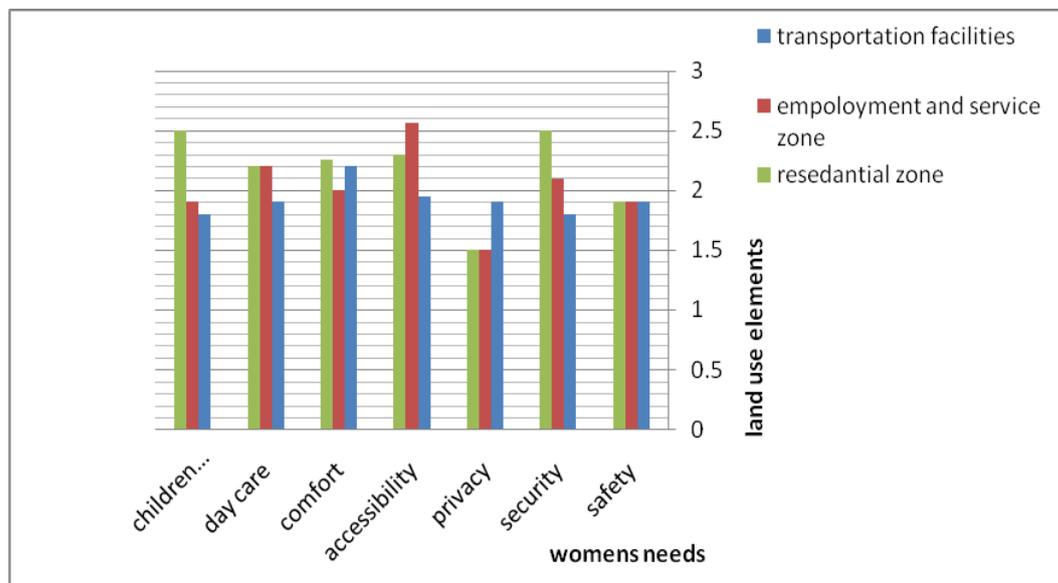


**Chart 5.3:** Mean values of women's experience of their needs in land use components in different types of land use elements in the city center. **Source** :statistical analysis by researcher (2011).

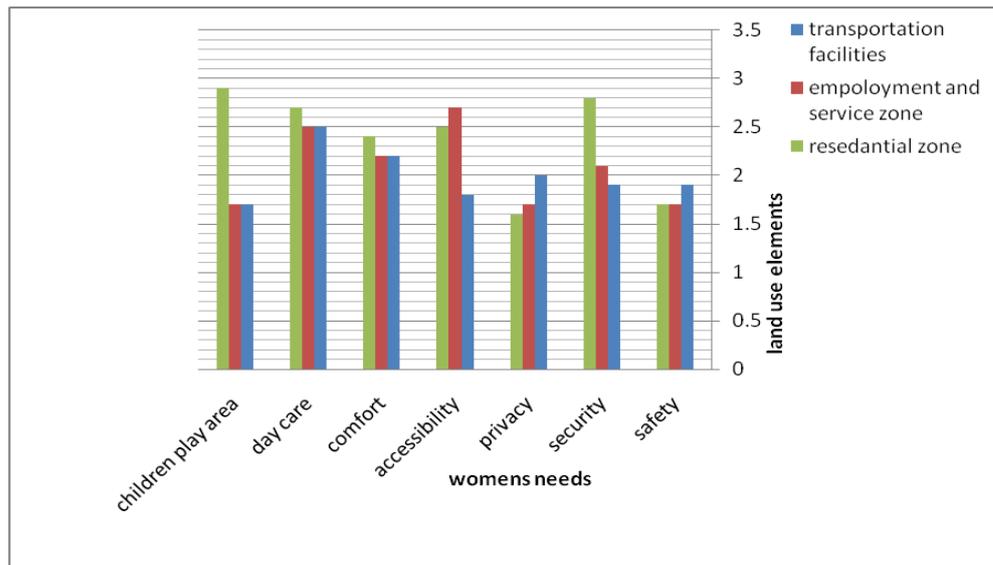


**Chart 5.4:** Mean values of women's experience of their needs in land use components in different types of land use elements in the new neighborhoods. **Source** :statistical analysis by researcher (2011).

it seems that women's needs for privacy was met in lower degree for both women in the city center and new neighborhood, according to land use elements it is evident that women's privacy need was met in lower degree in the service and employment zone than another elements, and women's privacy needs for women in the city center was meet in lower degree in residential zone than another needs. Chart(5.5;6).



**chart .5.5:** means values of women's needs in the new neighborhood according to land use elements. **Source** :statistical analysis by researcher (2011).



**chart .5.6:** means values of women's needs in the city center according to land use elements. **Source** :statistical analysis by researcher (2011).

***5:2:2:1:means values of Women's experience of their needs according to land use components in transportation facilities.***

- Regarding to needs components in transportation facilities; the needs for safety and children play areas for women in the new neighborhoods were met through social components to a higher degree than women in the city center (Chart 5.7).
- It is evident that needs for accessibility, day care and safety for women in the city center were met to a higher degree through cultural components than for those in the new neighborhood.
- While privacy need for women in the city center was met in higher degree than for women in the new neighborhood.(Chart 5. 8).

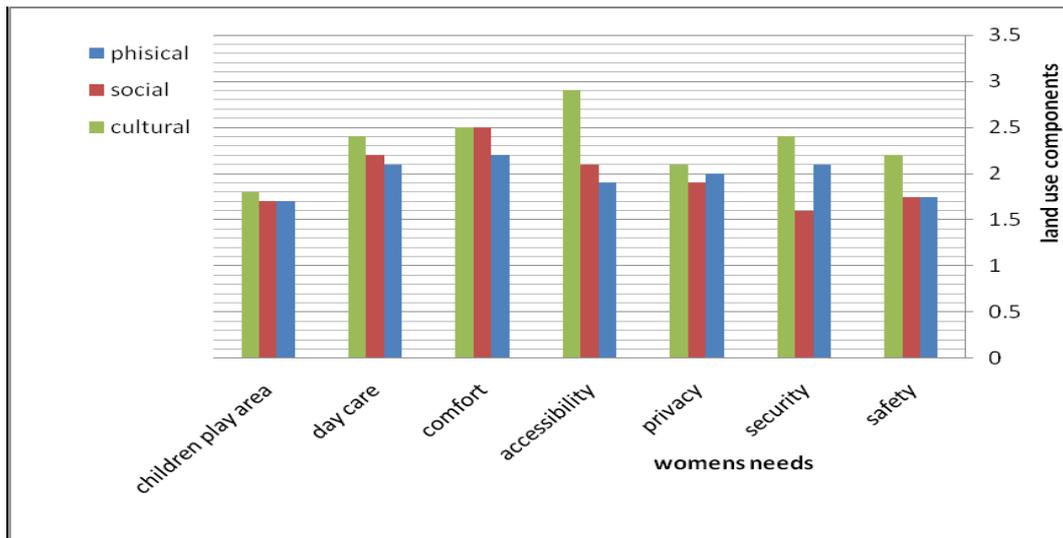
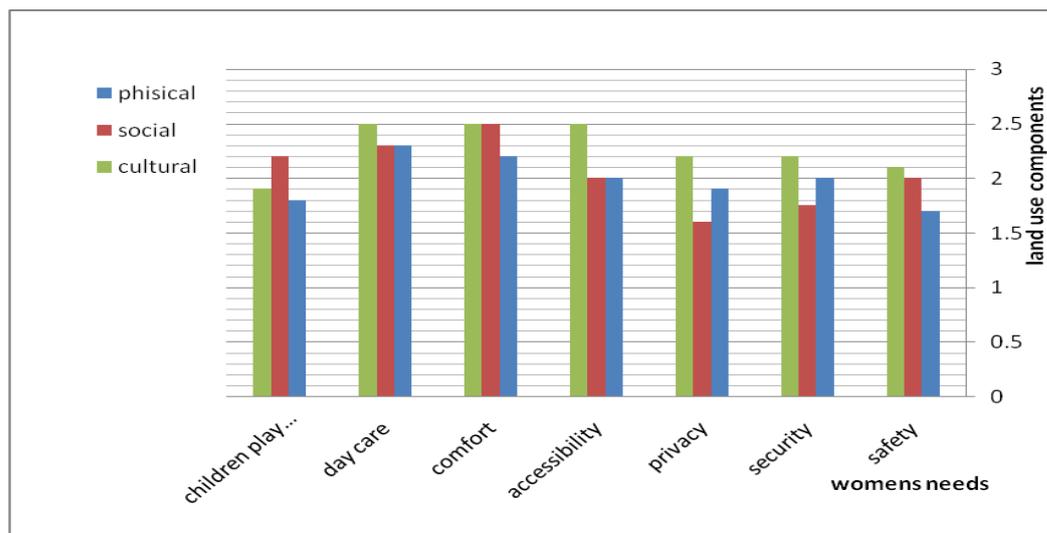


chart 5.7: Means values of Women's experience of their needs in transportation facility for women in the city center according to land use components. **Source** :statistical analysis by researcher (2011).



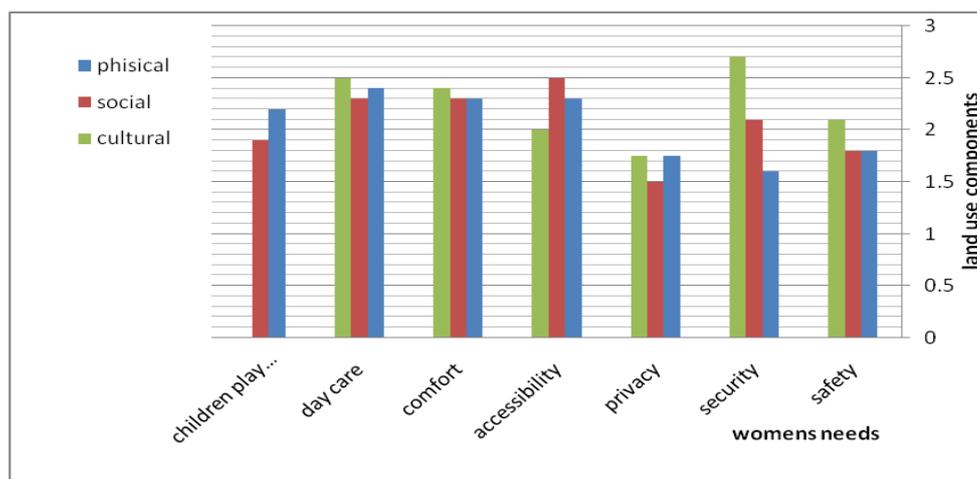
**Chart 5:8:** Means values of Women's experience of their needs in transportation facility for women in the new neighborhood according to land use components .  
**Source:**statistical analysis by researcher (2011).

The results show that women's experience of their needs for safety and children play area were met to a lower degree than the other needs for women in the city center, and women's experience of their needs for privacy was met to a lower degree than for women in the new neighborhood.

Concerning needs components in transportation facilities, women's needs for safety, children play area and privacy were met to a lower degree through physical components for both women in the city center and the new neighborhood.

***5:2:2:2:means values of Women's experience of their needs in service and employment zone according to land use components :***

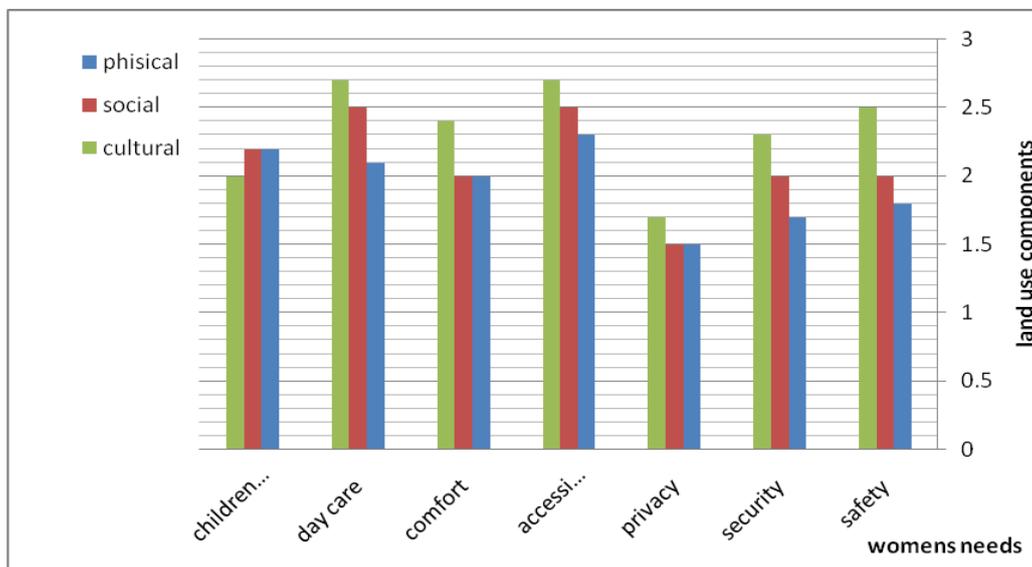
- Considering women's experience of their needs of physical components in service and employment zones, women's needs of day care in the new neighborhoods were met through physical components to a higher degree than those in the city center, whose needs for privacy, security and safety were met through physical components to a lower degree(Chart5.9 ).



**Chart 5. 9:** Mean values of Women's experience of their needs in service and employment zone for women in the city center according to land use components.

**Source :** statistical analysis by researcher (2011).

- It is evident that women's need for privacy were met to a lower degree for women in both the new neighborhood and city center(Chart 5.10).



**Chart 5 .10 :** Means values of Women's experience of their needs in service and employment zone for women in the new neighborhood according to land use components.

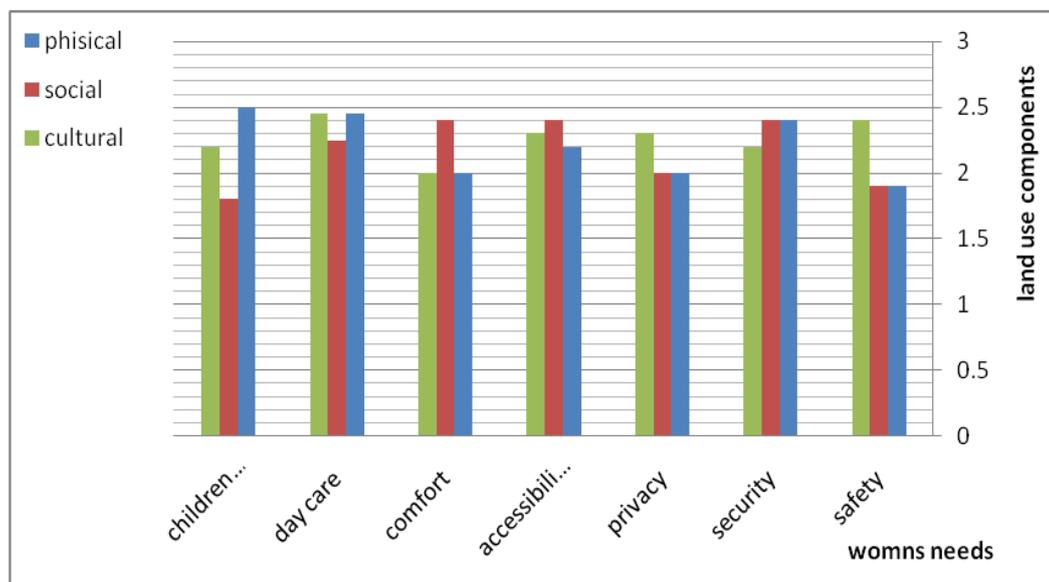
**Source :** statistical analysis by researcher (2011).

The result show that women's needs for accessibility were met to a higher degree for both women in the city center and the new neighborhood in service and employment zone, whereas needs for privacy were met to a lower degree than any other need for both women in the city center and new neighborhood. Concerning needs components, women's needs for accessibility were met through social and cultural components to a higher degree than physical components for both women in the city center and the new neighborhood.

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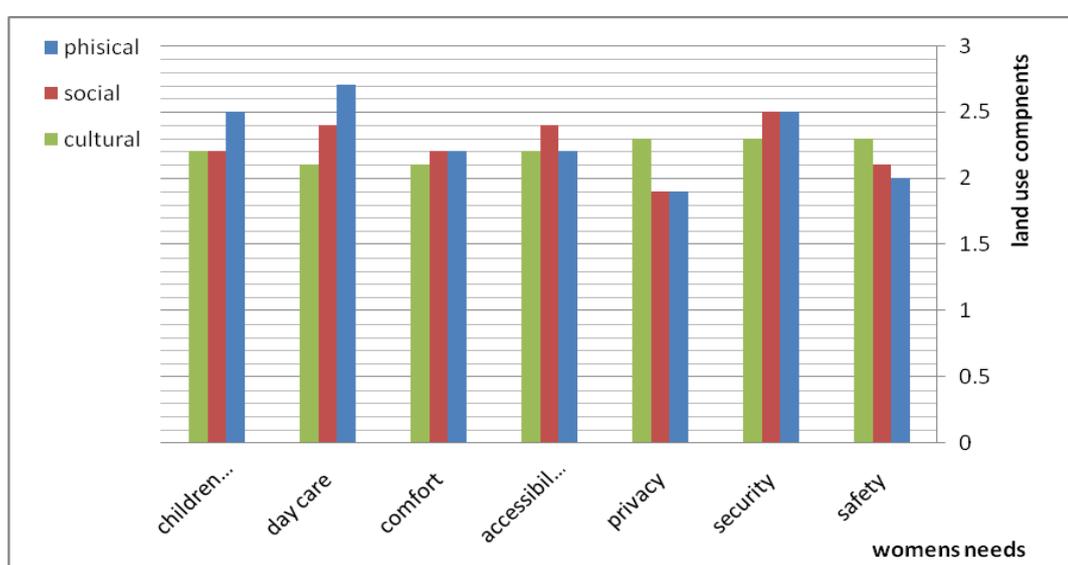
***5:2:2:3 means values of Women's experience of their needs in residential zone according to land use components:***

- In the new neighborhoods women's needs for day care, children play areas, and security was met through physical components to a higher degree than for women in city center, while the privacy needs for women in both areas were met through physical components in lower degree. It seems that women in the city, their needs for safety were met to a lower degree than women in the new neighborhoods (Chart 5.11).



**Chart .5.11:** Means values of Women's experience of their needs in residential zone for women in the city center according to land use components. **Source** :statistical analysis by researcher (2011).

- Privacy, safety and children play area needs for women in the city center were met through social components to a lower degree than for those women in the new neighborhoods, while the needs for security, and accessibility for women in the new neighborhoods were met through social components to a higher degree than for women in city center(Chart 5.12).



**Chart .5.12:** Means values of Women's experience of their needs in residential zone for women in the city center according to land use components. **Source** :statistical analysis by researcher (2011).

- Women's needs for day care, privacy and accessibility in the city center were met through cultural components to a higher degree than for women in the new neighborhoods. Whereas in the new neighborhood women's needs for security and comfort were met through cultural components to higher degree than for women in the city center, The result show that women's experience needs for security were met to a higher degree than other needs for both women in new

neighborhood and city center, however, women's experience needs for privacy were met to a lower degree than other needs for women in both area.

According to needs components in this zone women's needs for security were met to a high degree through physical and social components, whereas women's needs for privacy were met through cultural components to a higher degree rather than physical and social components.

***5:3: means values of Women's experience of their needs and the influence of status variables :***

Results of women's experience of their needs and status variables are not statistically significant. There is a significant positive relation between age, income and needs for day care, for women in the new neighborhood. that seems to be the sample size, not considering the size of sample for each item, like employment or age categories.

***5:4: means values of Women's experience of their needs and the influence of their daily activities :***

The results show that no significant relation between women's experience needs and their daily activity . Mostly, there is a significant positive relation between women's safety, security, and comfort needs, and the types of their daily activities, such as sending their children to day care and school and carrying out the shopping activity, for those women who work in the private sector.

## **Chapter 6: Discussion of Result**

In this chapter, the results of questionnaires, observations and interviews are discussed in relation to the relevant literature. The focus will be on the needs components in different land use elements that mostly go in line with women's needs.

### ***6:1 :Results of the questionnaires observations and interviews: Women's Experience of their needs in Tulkarem.***

The results show that women's needs, in general, were met to a higher degree in the new neighborhood than in the city center. It is evident that, in the city of Tulkarem, the new urban form (sprawl) meets women's needs to a higher degree than the traditional compact one. These results correspond to the relevant literature which explains that a narrower view of desirable urban form seeks to achieve compact urbanized areas and to avoid sprawl to meet human needs. According to Kaisar and Chapin (1995), the basic argument in favor of compact development has been made by advocates of higher-density; mixed-use urban areas to meet women's needs for accessibility supporting mass transit and reducing automobile dependency through the distribution of functions in the walking range distance, Compact urban form focuses on the need for accessibility rather than privacy, safety, security and act needs, and does not present an advocate definition for the relation between land use plan elements and women's needs in their physical, social and cultural components. It seems that physical urban form in the city center as compact traditional form does not satisfy women's needs. Women in the city center meet their need through social and cultural component, therefore the problem lies in the physical components in the city center. This may be due to mixed uses of the compact urban form promoted by new urbanism

that could benefit women by locating multiple destinations in one place. This arrangement might enable women in the city of Tulkarem to walk instead of driving to handle daily activities. However, if time is more constrained for women in both area to meet their accessibility needs, walking may not be an attractive option for women in the city center. A woman may be more concerned about personal safety and privacy when she walks . Through the observations, intersections, inadequate sidewalks and setback in the city center do not enhance women's safety, privacy and security needs. On the another hand, in the residential zone, women's needs in the new neighborhood are met to a higher degree than those needs in the city center, where physical components in the new neighborhood contribute to women's needs to a higher degree than physical components in the city center. Observations show that adequate right of way, location of residential area, wall surrounding, and adequate setback in the new neighborhood meet women`s needs. Regarding women in the city center, results show that social components serve women less than the other components. The reason lies in the changes that occurred in the residential fabric of the city center by the new master plan in the city of Tulkarem, where new roads pass through the residential area in the city center with regular lay out coupled with wide right side of roads. Moreover, some parts of residential zones were became of services and commercial uses as coffee shop for men. The new regulation and zoning ordinance which has allocated zero setback for commercial and residential use, converted the classification from residential use to commercial, in addition to malty stores building, and the changes that occurred in the social fabric, where original residents emigrate from the city center to other places,, may lead to a new social fabric and give access to more strangers. This has clarified the results and how social components meet women's needs in the city center to a lower degree than in residential zone and how the new urban form meets women's need to a

higher degree through physical and social components and does not fulfill women's needs in the city center .

In this study, women's needs are investigated based upon different land use elements such as residential, service and employment zone in addition to transportation facilities. The results show that, in residential zone, women's needs were met to a higher degree than the other elements whereas women's experience needs were met to a lower degree in transportation facilities. It is evident that the problems lie in the mobility within urban area. This corresponds with the relevant literature which explains that women face particular insecurities and dangers in cities; they face problems of mobility. Frank & Paxson(1989), Based upon the results, it is evident that security, safety and privacy need were met in lower degree through physical components. Observations and interviews show how women in the city of Tulkarem face a problem through their travel pattern as walking or using a private car when they handle their daily activities. Women in the city of Tulkarem, in their daily activities and travel patterns, are likely to be different and more complicated than men, as many women will be combining work with childcare, shopping activities, and still be largely in charge of the reproductive role, having high confederation for safety, security and privacy needs. The physical components in transportation facilities meet women's safety needs to a lower degree than social and cultural components for both women in the city center and new neighborhood, Out of my experience as a female planner, the poorly consideration of women's needs in land-use zoning policy for transportation facilities such as adequate right side of roads, width of sidewalks, intersection and separation of residential areas from employment locations and commercial zone and the poorly consideration to improve public transportation system through suitable waiting and

safety services in public transportation facilities lead to greater impact on women's safety security and privacy needs through their mobility.

In this study, needs` components were investigated in relation to land use components as a context of women`s daily activities. The results show how women's needs components affected women differently. Social and cultural component are more relevant to women in the city center than to those in the new neighborhood. However, these two components are more relevant to women's needs than the physical components. This can be seen as an interrelation between needs components and the components of the context of land use plan. Therefore, women can fulfill their needs either through one of these components, or more. It seems that physical components do not fulfill women's needs in the city center. Accordingly, women use other additional components. For example, women`s experience needs for comfort, privacy and children play area were met to a lower degree in the city center than in the new neighborhood. It is also evident that physical components for the compact traditional urban form did not contribute to meeting women`s needs. Consequently, women would rather use different behavioral mechanisms, such as avoiding spaces except for necessary purposes at specific time, change their behavior travel through the mode of travel, like driving a private car instead of walking, in an attempt to contribute to their needs for privacy, security and comfort- for themselves and their children. In the past year, the number of females holders of a car license increased. These findings are supported by the relevant literature which explained that, over the last 20 years, the number of car driver trips made by women has increased dramatically and the inequality between men and women in relation to access to cars, has become less pronounced, ( Michelson, 1994).Women in the city of Tulkarem tend to walk rather than rely on private vehicles or other forms of transport. Observations and interview

presented that cars are sometimes considered by women to be a more convenient mode of transport for the type of trips they typically make, such as shopping and traveling with small children, and safer for trips made at certain times of the day. Therefore women change their travel behaviors by using cars instead of walking to meet their safety need. In other words, women adjust their behavior in order to preserve their needs. This complies with the literature of the study which explains how women`s basic and specific needs are subject to change and adaptation (Maslow,1943). This explains how social and cultural components meet women's needs in the city center to a higher degree than in the new neighborhood.

Through the results, it seems that women in the city of Tulkarem have a high consideration for their safety and security needs. In the case of Tulkarm, this city observes general safety which is a fact connected with woman's daily life affected by political condition in the area despite the quietness that prevails these days in the region if compared to the Israeli aggressions witnessed by the city . Tulkarm is named the city which sleeps at sunset since 1948 because of its location at the firing line which was the defensive line at that time . Since then, the city has been under the effect of farness of occupation and aggressive soldiers,

**W**omen's everyday life is a theoretical concept that brings focus to the meaning of their natural and invisible activities. The root of everyday life lies in the productive and reproductive actions forming the psychosocial forces with which people transform societal and cultural conditions into phenomenal experiences, (Hayden .1980; Markusen .1980; Spain .1992).

**I**n this study, land use plan is considered as the context of women daily activities, and women's productive and reproductive activities are investigated as a social component interrelated with women's needs components. Results reveal that

women's daily life activities, as working in private sector, and the correlation between productive and reproductive activities have a significant positive relation to women's experience of their safety, security, comfort and accessibility needs. These results correspond to the assumption of this study and the relevant literature which explain that women's needs are interrelated with land use plan as a context for the routine of everyday life activities, where context comprises physical, social, and culture components. The results highlight that women`s needs in their daily life have changed in terms of the combinations and patterns of activities. Women in the private sector use the environment as a productive unit through traveling to paid work, spending nine hours in their paid work in addition to shopping time to save money. Women may have more time constraints brought on by different household responsibilities. These factors lead to more trip chaining, and more consideration for time consuming in their travel pattern through their mode of travel. Wives generally have more restricted activity patterns than their husbands, and wage earning wives have more restricted activity patterns than full-time housewives. They also encounter more constraints when it comes to their safety, security and accessibility needs. This is manifested in their return home from work in the private sector, when they have to pick up their children from the kinder garden, streets are empty and markets closed, no human activities are noticed at the moment and no public transit is available . All of these social components do not contribute to women's needs for safety, security, comfort needs as well as accessibility needs, and may influence their experience of needs when they handle daily activities. This underlines the fact that time constraints is more relative to employment women to meet their needs rather than to housewives . Therefore, meeting women`s practical needs through land use plan in the context of Tulkarem leads to meeting women's strategic needs as equity and equal access to paid work, thus

enhancing their roles in the society . It conforms with the relevant literature that explains how employment opportunities for women are affected not only by distance from the city center but also by the travel times, availability of transit and safety in addition to security constraints (Greed, 2005).

## ***6:2:Women's experience of needs in different land use elements***

### ***6:2:1:Women`s experience of needs in transportation facilities :***

In relation to transportation facilities, women`s need for security in both areas was met to the same lower degree through the physical and social components. It seems that the physical components such as intersection, right of way, curves, physical layout, car parking and waiting area do not fulfill women`s need for security in relation to their mode of travel . It seems that women in the city center meet their security need in their travel behavior through cultural components. They walk to carry out their everyday life activities as a fast and secure mode of travel. During interviews, women in the city center used different behavioral mechanisms to protect themselves, such as limiting their traveling or walking in the streets, except for necessary purposes to prevent exposure to men. Women use strollers to handle their children when they carry out their daily activities; to meet their security needs.

Observations and interviews show how time component plays a critical role in the way women handle their daily activities. These results correspond to the relevant literature which show that women are more likely to avoid walking after dark for personal safety reasons.

Women in the new neighborhood use private car to carry out their daily activities at different time use whereas, in the city center, they avoid walking after 6

o'clock in the evening. At this time, downtown lacks an active social life, so women avoid walking so as to meet their needs for security and privacy. Interviews show how women use suitable mode of travel according to their type of activity. Therefore, when both women in the city center and new neighborhood handle their daily activities they tend to meet their privacy need through using a suitable mode of travel. This result conforms with the relevant literature which considers cars sometimes as a more convenient mode of transport for the type of trips women typically make, such as shopping and traveling with small children, and safer for trips made at certain times of the day. (Atkins .1989; Ross .2000). This supports the results and how social and physical components meet women's needs in lower degrees.

#### ***.6:2:2: Women's experience of needs in services and employment zone:***

The results show that women's need for accessibility is met to a higher degree than other needs for both women in the new neighborhood and city center's service zones. It seems that cultural components are more relevant to women's need for accessibility than social and physical components in both areas. This contradicts the relevant literature which explains that measures of place accessibility normally consist of two elements: a transportation (resistance or impedance) element and an activity (motivation, attraction or utility) element. The transportation element comprises the travel distance, time, or cost for one or more modes of transport, while the activity element comprises the amount and location of various activities. (Handy and Niemeier, 1997) Through observation and interview, it is evident that women's accessibility need was met in lower degrees through the physical components, due to resistance or impedance like, intersections, width of sidewalk, pedestrian roads, width of roads, curves or physical layout and car parking. It became clear that women's needs for

accessibility in both areas was met through the suitable mode of travel, while they try to make a balance between their employment and other activities throughout the day within their limited time . The results show that the average travel time for women in both areas to handle basic activities, was between 5 to 15 minutes using a suitable mode of travel such as walking or driving. According to women in the city center, their daily activities are within the range of a walking distance, therefore, women`s need in the city center for accessibility is met by walking . On the other hand, women in the new neighborhoods have more accessibility to different functions than women in the city center in terms of duration and mode of travel. In the new neighborhoods, they use cars as a mode of travel, spend less time, than their counterparts in the city center, in carrying out their daily activities and make multiple journeys using their private cars. Both women in the city center and the new neighborhood try to save money when they handle their daily activity by making sequence and malty journeys. Moreover, it seems that women's assess their feelings of their accessibility needs when they handle their necessity activities rather than the recreational or physical ones. This may explain how accessibility needs were highly met whereas physical components did not contribute much to women's accessibility needs, Results show that privacy needs for women in both areas were met to the same lower degree. According to women in both areas, social components meet women`s privacy needs in lower degree than the other components . Observations and interviews show that in streets with heavy traffic women`s privacy needs were shortly met. This was reflected in the encroachment by inhabitants on to the streets, For women in both areas, access of cars, car congestion and men in front of coffee shop did not contribute to women`s privacy need in service and employment zones (based on the observation). Women in the city center meet their needs in service and employment zones by changing their traveling behavior and their

path way. They also try to avoid being at Jamal Abed Nasser Yard at the city center. Such areas have always been places that women aren't present at. This indicates that the city of Tulkarem is historically built and run by men to meet their own needs, regardless of women's which have been marginalized. City center or the coffee shop street are considered meeting space for men, Therefore, women began to face problems in using service and employment zone located in the city center. The social and cultural components were based on men's rather than women's needs. This highlights the fact that social components did not contribute much to women's needs.

From the results, it is evident that physical components do not contribute to women's needs for safety, security and privacy needs in employment and surface zone. It seems that waiting area, adequate car parking and sidewalks do not contribute to women's needs for safety, security and privacy in both area (based on the observation).

### ***6:2:3: Women's experience of needs in residential zone:***

According to the results, women's experience of their needs was met to a higher degree in residential zones than in the other areas. It seems that women's needs for children playing area and security needs were met to a higher degree for both women in the city center and the new neighborhood. The results also show that physical components contribute, to higher degree, to women's needs for children play areas and privacy in the new neighborhood than to those in the city center. The location of the residential area in the new neighborhood having a road system with less access of cars, and dead-end streets are suitable for children play, and front yards enable women to watch their children while carrying out their domestic work. However, in the city center, narrow roads and small courts between the buildings do not contribute to women's need for safe child play areas. Therefore, children fulfill their needs by finding playing areas far away from their homes and in the street with full access of

cars. This situation confuses women and complicates their daily activities since they are more aware of their for safety and security when it comes to their children (based on observations).

Results show that women in both areas meet their needs for privacy to a lower degree in residential zone. This corresponds to the relevant literature which highlights that type of activity influencing women's privacy needs in the Islamic culture (Al-Bishawi.2008) . Women`s privacy needs are more relevant in the context of Tulkarem being of an Islamic nature and influenced by gender separation. Privacy considerations were more relevant for women when they handled their productive and recreational activity Women, as housewives, spend more time in their home handling their daily activities as social gathering, in homes or backyards and physical activities such as walking with their friends. Privacy need in the context of Tulkarem is a cultural need influenced by Islamic culture. Through observations and interviews, car and strangers access and type of roads, as social components, do not contribute to women's privacy needs in residential zone in the city center. New road system with full access of cars and new commercial use and high rise commercial building do not also contribute to women`s privacy need in the city center. Concerning privacy needs for women in the new neighborhood, the lack of an active social life during the day, as a social component, does not contribute to women`s privacy needs, where privacy need components are interrelated with safety and security needs components.

### ***6:3: Women's involvement in the planning process:***

The results of the interviews with planners in the municipality of Tulkarem show that women's need is met indirectly (informally) in the land use plan despite the fact that no written rules related to women's needs exist in building codes and

regulations. The relevant literature, however, explains that in order to meet human needs in urban areas, including women's, there should be a female involvement in the planning practices and process (Franck and Paxon, 1989). Interviews with planners show that when planning a girls' school, they always take into consideration the location of the school. The reason for meeting women's privacy indirectly is seen as related to cultural reasons.

**R**esults of interviews with planners in the municipality of Tulkarem show that female and male planners have similar attitudes towards women's needs and they do not differentiate between women and men's needs in land use plan. In other words, women do not reflect their needs in professional practice. Meanwhile some scholars explain that involving women in the planning process helps women reflect about their needs (Moser, 1993; Greed, 2005).

## ***Chapter 7: Conclusions***

This study presents important findings that help answer the major question of this dissertation in relation to the fulfillment of women's needs in land use plan of Arab-Muslim cities, particularly in Tulkarem.

Most scholars who investigated the relationship between women's needs and land use plan as a context of everyday life activity did not explain well enough how women's needs are met through different elements of land use plan and how needs components are interrelated with land use components. Most scholars, in this study, focus on the relationship between women's needs for safety and security in transportation facilities and the pattern of mobility without focusing on women's needs components for privacy, accessibility, children play area and day care, and comfort needs in different land use elements and how these needs influence women's everyday life activities related to land use plan.

The results show that women's needs met partially through physical, social, and cultural components in different land use elements; transportation facilities; residential zone; employment and service zone at different degrees. In addition, these components are interrelated with each other and with land use components as the context of women's daily activities. Therefore, it is possible to study and analyze land use plan according to women's needs components. It is also important to consider all these components in land use plan and the development of different land use elements.

The study shows that women's needs for safety, security, privacy, children play area, day care and comfort needs are met in land use plan element at different degrees as follows:

- Privacy and security needs are more relevant to women's in the context of Tulkarem and met in lower degree than other needs, where privacy is a cultural need influenced by women's cultural rules and corresponding to security needs components. The result of this study shows that there is a relationship between women's needs and land use elements as a context of women's daily activities and women's needs are met at different degrees in land use elements .
- Physical urban form did not contribute women's needs in the city center . therefore compact traditional urban form does not necessarily conforms to women's specific and basic needs better than sprawl in the city of Tulkarem.
- addressing women's privacy and security considerations in university curriculums and planning practices to enhancing women's daily activity to increase their opportunity of access to paid work by increase the awareness of planners in relation to the differences between male and female needs.
- it is clear that women face a problems in their mobility within urban area to meet their privacy and security needs , therefore there is a need to provide public transportation system contribute women's needs for security and privacy needs.
- The physical components in land use plan in the context of Tulkarem did not contribute to women needs. Women meet their needs through cultural and social components as their travel behavior, and avoid travelling or walking at certain time of day unless accompanied by friends or husbands. Women's needs are met indirectly through the formal rules in residential zone which govern people's way of life, and the development of urban area in Palestinian cities. Adopting rules that serve and meet women's needs in regulations and zoning

ordinance is an effective way of how the physical components can meet such needs.

The findings of this study answer the main question of this research. They can be used for two objectives: Firstly, contributing to women`s needs` awareness in the eastern context. Secondly, developing better planning of strategies of land use planning in Tulkarem and other Arab-Muslim cities.

### ***7:1 Suggestions for implementing women`s needs in land use plan:***

Based on the results, the followings are suggestions for the implementation of women`s needs in the land use plan of Tulkarem in order to enhance women`s everyday life activities in both neighborhoods.

#### ***7.1.1: Suggestions for urban planning to support women`s needs in the transportation facilities:***

- A city structure designed to reduce the need to travel by car Creating more sustainable cities through providing mixed land use functions in each neighborhood, multiple centers, and short distances between function locations, can play an important role in bringing destinations within walking distance so women would more likely choose walking over driving.
- Providing wide sidewalks with a wide grass strip can greatly improve the walking experience, thus, meeting women's needs for comfort and safety
- Providing a greater sense of safety by providing more social activities in the neighborhood like commercial and social activities in land use zones in a more attractive environment, thus potentially offering more opportunities for walking especially at night.

- Providing safe waiting areas in residential and commercial zones, to offer more opportunities for women to use public transportation like taxis and buses instead of private cars.
- Creating public transportation system in the city of Tulkarem that supports women's security and privacy needs in the context of Tulkarem.

***7.1:2: Suggestions for urban planning to support women's needs in the services and employment zone:***

- Providing side walk and right of way according to women's mode of travel to meet women's needs for accessibility, privacy and safety .
- Providing adequate car parking in commercial areas to prevent drivers from parking their cars on the sidewalks and allow women to use the sidewalks more comfortably.
- Transforming roads with access to cars to pedestrian's roads in the city center to meet women's need for safety, security, comfort and privacy.
- controlling coffee shop licenses in the city center to enhance women's use of the space comfortably, designing suitable setbacks (yard) in front of coffee shops to control men's violation into sidewalks and streets.
- Specializing markets in commodities, particularly those with products for women, to support women's privacy.
- Providing children's play area in squares and controlling car access to the area encourages women's use of the squares.

***7.1.3: Suggestions for urban planning to support women's needs in the residential zone in both new neighborhood and the city center:***

- Direct access between residential zones and employment and services zones, with multi-alternative road network, without impedances, dangerous intersection and light traffic as well as streets with regular lay out to meet women's needs for accessibility and security.
- Providing more functions, particularly recreational ones and children play areas in the city center without direct access with outside to the residential zone to prevent strangers' access to the neighborhood and enhance women's use of this space.
- Providing cultural and traditional land use plan to residential zone in the city center and developing regulations which take into consideration women's needs in improving road systems and public space as children play area and courtyards.
- Providing mixed uses places in the new neighborhood like commercial use, and day care to activate the space available. This contributes to women's needs for safety and accessibility.
- Residential zones having less access of stranger and car congestion by using dead-end streets enhances women's needs for privacy and safety and safe children play area .
- Separation between residential and commercial uses in city centre to meet women's need for privacy and comfort.
- Locating school in the walking range distance and with safe paths enhance women to carry out their everyday life activities, without worrying about their children safety.

Findings of this study answer its main question implied in making suggestion on land use plan in the city of Tulkarem as well as suggestions on regulation and zoning ordinance. This study focuses on the context of Tulkarem and how land use plan as a governmental process meets women's needs to handling their daily activities, thus enhancing their roles in contemporary life as productive and reproductive roles in the city of Tulkarem this will be increase their opportunities to access to paid work.

To expand the knowledge about the women's needs and the built environment, suggestions and implementation of this study help women in deferent context to handled their daily activity and meet their needs, it is evident from the result that women in the city of Tulkarem did not have an a good experience in the built environment and did not comply with my expectation in the beginning of this research as a representative example of Palestinian women. Therefore, we can't generalize these result in deferent context in Palestine there is a needs to make more researches about women's needs in deferent context in Palestine like ruler and another urban area to make more investigation by comparative analyses between deferent context in Palestine , therefore the followings guidelines are suggested for future research in different context in Palestine :

- Looking at women's privacy needs in transportation facilities and how can transportation land use plan support women's roles in the society .
- Looking at women's everyday life activities in the context of Tulkarem as productive and reproductive roles inside and outside home and how meeting women's need enhance these roles.
- Looking at women's needs in relation to their children needs and how they are interrelated.

- Looking at rural women's needs in relation to changes in their roles and activities in the present and future.
- Looking at women's needs for privacy in residential zone in the context of Tulkarem, and how women handle their productive and reproductive activities in this zone .
- Looking at how the built environment influence children`s behavior and their activities.

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**Appendix(1) :Questionnaire:****Questionnaire number: ..... Date: ..... Place of interview: .....**

This questionnaire was done for the purpose of research and information gathering about women needs in the city of Tulkarem, and the women feeling of satisfying their needs in the in the middle of the city and in the new neighborhood (Nablus-Tulkarem street). Gathering this information is being done for the purpose of a Master degree Thesis in the subject of women needs and the use of land for obtaining a Master Degree in Urban Planning and land escape Architect / Faculty of engineering, Ber Ziet University .

**Researcher: Mervit Ghazal****Personal Information:**

Age: .....

Social status:  Widow  Divorced  Married

Number of kids .....

Kids between the ages of 0-5 :..... Kids between 6-10: .....

Kids between 11- 15 :..... Kids ages 16 and older :.....

Number Males: ..... Number of Females: .....

Level of Education:.....

**Daily activities**Occupation:  labor  house wife  studentWife occupation  house wife  teacher  private employee  Governmental employeeFood shopping:  the wife  the husband  somebody elseShopping for other stuff:  the wife  the husband  somebody elseTaking kids to day care:  the wife  the husband  somebody elseTaking kids to school:  the kids by themselves  the wife  the husband

.....

Average family income:  less than 1600  1600 – 3200  3200 – 50000 More than 50000**Area of living:**Place of living:  city central (old city)  Nablus street TolkarimKind of living:  Multi stories building  Single family home

The house has frontage setback from the street:  yes  no setback distance: .....

The house has side setback:  yes  no side setback: ..... rear setback: .....

The house has a back yard:  yes  no

The house has walls all around it:  yes  no

The family owns a car:  yes  no you have DL  yes  no

Do you drive the care for your daily activities:  yes  no

**Available transportations:**

You walk for the purpose of:  Exercise  touring  get my daily needs done  
 I prefer not to walk

**accessibility:**

**Q1:What kind of transportation do you use when doing the following activities:**

- 1. Privet transportation 2. public transportation 3. Taxi 4. Walking**

Taking kids to school	
Taking kids to day care	
Going to work	
Coming back from work	
Going to health centers	
Bringing kids from school	
Bringing kids from day care	
Going to Public Park	

amily visits	
Going to a park	
Going swimming	
Shopping	

**Q2:The average distance in minute that you cross daily depending on the transportation you use.**

- 1. 0-5 2. 6-10 3. 11-15 4. 16-20 5. more than 21**

Taking the kids to school	
Taking the kids to day care	
Going to work	
Coming back from work	

Going to health centers	
Bringing kids from school	
Bringing kids from day care	
Going to public park	
Going to family visits	
Going for a joy ride	
Going to the hospital	
Going to the swimming pool	
Going shopping	

**Q3: To what degree do you feel that the location of your house gives you the fast accessibility to the**

**Following:            1. High            2. Medium            3. Low**

Main shopping market	
Place of work	
Kids school	
Daycare	
Kindergarten	
Health centers	
Hospitals	
Swimming pools	
Parks	
Summer camps	

**Q4: To what degree do you think that your work location fast access to the following:**

**1. High            2. medium            3. low**

Main shopping Market	
Kids school	
Daycare	
Kindergarten	
Health centers	

**safety need:**

**Q5: To what degree do you feel public safety when using each of the following components on the street (when driving or using any public transportation on the street):**

**1. High      2. Medium      3. Low**

Street width when driving	
Side walk width	
Transportation waiting area	
public transportation stops	
Parking areas	
Intersections	
Street shape and curves	

**Q6: In the following time to what degree do you feel of public safety when you are on the streets and the following locations:**

**1. Low      2. Medium      3. high**

	Traffic jam 7 to 10 Kids going t To schools Employees Going to work	Unemployed Women Shopping Time 10 – 13	Kids out Of school Employees Out of Work 13 – 16 Traffic jam	Kids Playing On the Street 16-18	after 18 less cars on the road, mainly the employees on the streets
Main road					
Small streets					
Irregular street					
Abdulnaser circle					
Road for pedestrian only					
Dead end street					
Shewekah circle					
Mid town					

Wide streets (8m and up)					
Narrow streets (6m & less)					
Transportation waiting area					
Intersections					
Public parks					
Swimming pools					
Parking areas					
Your house locations					
Malls (abbass, alzaghal, Abdulkhalq) \service					

**Q7: To what degree do you feel that the following factors for your house location give you and your kids the public safety: 1. Low 2. Medium 2.High**

The house front setback	
The Walls surrounding the house	
Car parking place	
Road surrounding the house	
Roads leads to the house and school	
Kids play area	
Side walk width	
Available transportations in your area	

**Q8: To what degree you feel that multi story building give you of public safety:**

**1. Low 2. Medium 3. High**

**Q9: To what degree do you feel of public safety when the following activities being preformed at the following places and times:**

**1. Low 2. Medium 3, High**

	7-10	10-13	13-16	16-18	18 up
Men's Coffee shops					
Cars movement in mid town					
Cars movement by your house					
Jammed streets					

mid town venders					
venders by your house					
Street side venders					

**Q10: To what degree do you feel that the following places give you a feel of public safety when having your kids with you:**

Public areas	
Main streets	
Small streets	
The market	
Mid town	
Parks and recreation areas	
Walking	
Private car	

**Q11: To what degree the following means of transportation give you and your kids a feel of public safety: 1. Low 2. Medium 3. High**

Taxi	
Public transportation	
Private School bus	

**Q12: To what degree would converting the mid town street to pedestrian only during the day make you feel of public safety:**

**High                      Medium                      Low**

**The security feeling:**

**Q13: At the following time to what degree do you feel secure in the streets and the following**

**Places:**

**1. Low      2. Medium      3. High**

	Traffic jam 7 to 10 Kids going t To schools	Unemployed Women Shopping Time	Kids out Of school Employees Out of	Kids Playing On the Street	after 18 less cars on the road, mainly the
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	Employees Going to work	10 - 13	Work 13 – 16 Traffic jam	16-18	employees on the streets
Main road					
Small streets					
Dead end street					
Park					
Swimming pools					
Public restrooms					
Parking areas					
Mid town market					
Malls (abbass, alzaghal, Abdulkhaliq) \service					
Shewakeh circle					
Your house location					

**Q14: To what degree each of the following factors on the road make you feel secure when using transportations on that street:**

**1. Low    2. Medium    3. High**

Street width	
Intersections	
Street shape and curves	

**Q15: To what degree does the each of the following factors in your living location give you and your kids the security feeling:**

**1. Low    2. Medium    3. High**

The walls surrounding your house	
Your car parking place	
The streets surrounding your house	
The streets leading to your house and to your kids school	

**Q16: To what degree each of the following activities in the city gives you a good feeling of security:**

**1. Low    1. Medium    3. High**

Mid town coffee shops	
Main street coffee shops	
Mid town mobile sellers	
Street side sellers	

**Q17: To what degree do you feel comfortable around the following people at the following places:**

Places\ people	strangers	Men
Public park		
Kids play ground		
Main streets		
Mid town		
Open play area		
The market		
Small streets		

**Q18: To what degree do you feel secure when you have many commercial places in your residential area:**

**High                  Medium                  Low**

**Q19: The separation of the residential areas from the commercial and public facilities in the new areas make you feel secure to what degree:**

**High                  Medium                  Low**

**Q20: To what degree do you feel that the multi story buildings give you a feel of security:**

**1. High                  2. Medium                  3. Low**

**Q21: The following transportation means give you the feel of security to what degree:**

**1. High                  2. Medium                  3. Low**

Walking	
Private car	
Public transportation	
Taxi	

**The feeling of comfort:**

**Q22: To what degree do you feel the cleanness of the following places make you comfortable:**

**1. High    2. Medium    3. Low**

The mid city	
The market	
The area where you live	
Main street	
Small street	
Clothing market (like Paris street)	
Produce market (mid town)	
Furniture stores (nablus – tolkarim street)	
Street vendors area (mid town)	
Malls (alzaghal, deabas, alhewari, abdukhaliq)	
Jamal abdulnaser circle	
Shewekeh circle	

**Q23: Cars in the mid city affect your feeling of comfort to what degree:**

**High                      Medium                      Low**

**Q24: To what degree you deserve to be comfortable in your house:**

**High                      Medium                      Low**

**Q25: To what degree each of the following factors affects your feeling of comfort when walking:**

**1. Low                      2. Medium                      3. High**

Environmental pollutions	
Traffic jam	
Street cleanness	
Health nuisances	
Dumpsters on both sides of the street	
No green areas	

**Q26: To what degree the following factors affect your feeling of comfort when you are using private car for your daily activities:**

**1. High      2. Medium      3.Low**

Parking availabilities	
Street width	
Pedestrian specially kids	
Traffic jam	

**privacy need:**

**Q27: To what degree each of the following factors gives you the privacy when walking in your neighborhood:      1. Low      2. Medium      3.High**

Street width (when walking or crossing)	
Side walk width	
Waiting areas for cars	
Car stops	
Intersections	

**Q28: In the following times to what degree you feel of privacy at the following locations:**

**1. Low      2. Medium      3.High**

	Traffic jam 7 to 10 Kids going t To schools Employees Going to work	Unemployed Women Shopping Time 10 – 13	Kids out Of school Employees Out of Work 13 – 16 Traffic jam	Kids Playing On the Street 16-18	after 18 less cars on the road, mainly the employees on the streets
Main road					
Small streets					
Regular street					
Irregular shaped streets					
Road for pedestrian only					
Mid town market					

Abed alnaser circle					
Paris street					
Main city streets					
Small streets in your neighborhood					
Dead end street					
Shewakeh circle					

**Q29: To what degree do you feel each of the following factors gives you the privacy you need:**

**1. Low      2. Medium      3 High**

Front setback	
Side setback	
Walls surrounding your house	
Your car parking space	
Other areas belong to the house	

**Q30: To what degree you feel the multi story buildings offer you privacy:**

**1. Low      2. Medium      3.High**

**To what degree you feel that each of the following activities in the city affects your feeling of privacy:**

**1. Low      2. Medium      3.High**

Men's coffee shops	
Cars in the mid city	
Jammed streets	
Street vendors	
Mid city vendors and produce sellers	

**Q13: To what degree the following means of transportations offers you privacy:**

**1. Low      2. Medium      3.High**

Walking	
Private car	
Taxi	
Public transportation	

**Q32: At the following time to what degree do you feel of privacy in the following Places: When taken the table generally it means locations, and in case of characterizing each time it gives us the activities at that time.**

**1. Low      2. Medium      3.High**

Places\ time	Traffic jam 7 to 10 Kids going t To schools Employees Going to work	Unemployed Women Shopping Time 10 – 13	Kids out Of school Employees Out of Work 13 – 16 Traffic jam	Kids Playing On the Street 16-18	after 18 less cars on the road, mainly the employees on the streets
Mid city					
The market					
The place where you live					
Main streets					
Parking					
Public parks					
Swimming pools					
Mall streets					

**Q33: To what degree the following factors affect the possibility of being at the following places between the hours of 7:00- 12:00**

**Traffic jam 7-10 when kids go to school and employees go to work:**

**1. Low      2. Medium      3.High**

	Jamal abdulnaser circle	Mid town market	Main streets	Malls paris street	City park	Shewikeh circle
Family rules						

Society							
Religion							
Transportation							

**To what degree the following factors affect the possibility of being at the following places between the hours of 13 -16: time of shopping for unemployed women.**

**1. Low    2. Medium    3.High**

	Jamal abdulnaser circle	Mid town market	Main streets	Malls paris street	City park	Shewikeh circle	Kids play ground
Family rules							
society							
religion							
transportation							
cars							

**Q35:To what degree the following factors affect the possibility of being at the following places between the hours 16-18: time for kids out of school and employees out of their jobs, traffic jam.**

**1. Low    2. Medium    3.High**

	Jamal abdulnaser circle	Mid town market	Main streets	Malls paris street	City park	Shewikeh circle	Kids play ground
Family rules							
society							
religion							
transportation							
cars							

**Q36:To what degree the following factors affect the possibility of being at the following places after 18: no cars in the street, only employees.**

**1. Low    2. Medium    3.High**

	Jamal abdulnaser circle	Mid town market	Main streets	Malls paris street	City park	Shewikeh circle	Kids play ground
Family rules							
society							

religion							
transportation							
cars							

**Q37:To what degree converting mid town streets to pedestrian only streets during the day time gives you a feeling of privacy:**

1. Low            2. Medium            3.High

**children play area:**

**Q38:Your kids got used to playing in:**

1. Street            2. Special play paces            3. The house space area

**Q39:To what degree you feel your place of living gives your son a comfortable and safe place to play:**

1. High            2. Medium            3 Low

**Q40:To what degree you feel that the places where your kids play is propitiate as measured to the following specs:**

1. Low            2. Medium            3. High

Proper area for kids to play	
The distance from the house to the playground	
The walls surrounding the playground	
The cleanness of the place	

**day care need:**

**Q41:You send your kids to day care when going to work:**            yes             no

**If no where do you send your kids and why .....**  
 .....

**Q42:If yes, to what degree you feel that all the following factors affected your choice of the daycare for your kids:**

1. Low            2. Medium            3.High

Availability of transportation	
Within a walking distance from the house	
Within a walking distance from your work	
Availability of parking	
Safe place for transportation to stop	

The daycare located on Main street	
The daycare located on small street	
The cleanness of the daycare and surroundings	
The daycare time suit your work time	
Safe playground for kids to play	
The family monthly income	

## **Appendix (2): Interviews**

### **1. Interviews with women**

included interviews with women their job and house, women were asked about following questions:

**What is your age, marital status, educational level?**

**About needs which are specific for you when you crying out daily activity in your context ?**

**How do you meet your needs when you handled your daily activity**

**What is your prefer choose to handled your daily activity as mode of travel ?**

**how your family and society rules influence their daily life?**

**how time restriction influence their daily activity ?**

During these interviews, maps of the districts where the observations were conducted were shown to women and they were asked to explain how they handled your daily activity.

Maram, who is a40 year old Tulkarem woman, who lives in the city center, said that she uses walking to carry out her everyday life activity, because all function like commerce, day care, school, and medical centers are located in her range of walking distance.

Om Omar, who is 40 years old, is far away from the basic facilities, she said that she uses her privet car to send her children to school, to go shopping etc. She said she spends a lot of money and time in managing her everyday life activity.

Rola, 34 years old, considers walking as the best way to do her daily activities. She also considers it the easiest way and healthy way to do her activities, so she prefers living in the city center. figure(5:4)

Om Yusuf who is 40 years old with low income. she said, may home is located in Jabal AL-Saed,I use taxi to travel to carry out may shopping activity, because I don't have a privet car, I spend more than three hours for shopping, to save the money during shopping process so she found difficulties to make balance within the limited time between her domestic works as reproductive activity and shopping as productive activity through the land use pattern which is describe as separation of functions.

Hadeel, who is less than 35 years old, said, " before I got married, I was living with my family in the midtown, and the family customs and traditions didn't allow to me to go to the market, especially the vegetable market". Although the market is very near from their home, they didn't allow her to go out in order not to be exposed to strange men, as she said.

Sawsan, who is 29 years old, said that the hours between seven and eight o'clock are very critical for her. Her time in the morning is limited due to her responsibility to combined between domestic work and her job, her work is far away from her home and the street in the morning is crowded.

Samira is a teacher in the city. She Said, I spend more time doing her daily activity during the duration from one to tow o'clock, because the streets is crowded by care congestion and children which travel to their home.

Samer is a driving teacher in Tulkarem, he says that women have less control on their emotions and consider driving as an unsafe travel mode.

Amal who is 42 years old and owns a privet car said “ I don't like driving to do my daily activities, because using the car means spending more time in the intersection and in finding a safe parking in the city center .

Jumana is a 54 years old housewife Tulkarem woman who lives in Jabal AL-Siead, said “I use my private car to carry out my daily activity, I have more accessibility to different functions because the car is the most suitable mode of travel to carry out the sequence activity within the limited time and prevent exposure to strangers and men”.

Tamam who is a 29 year old employed women, who lives in the city center and has a private car said that she prefers to use her private car to carry out her daily activities, because driving is more comfortable than other modes of travel. She said she didn't use walking because “I feel uncomfortable because the streets are dirty and crowded by vendors and cars”.

Manal who is 30 years old, commented “I don't use my own car to do may daily activity as shopping, because I find difficulty finding a parking and a suitable, secure area to drop my children. This compels me to use the taxies”. Manal's feeling distressed and unsecure affects her balance of time and her responsibilities, such as looking after the children and house works.

Ibrahim Al sha'er said after asking him about woman's activities and how women changed and developed by the time, he said that women existed to a large extent in public places during the sixties, and that they had distinct role in the political and social activities. This was translated by establishing women institutions that care for woman's affairs. When he was asked about women's decrease of existence in the public sphere now a days and the reasons of this change, he said that the city become bigger and more developed and has a lot of service that server villages and towns, and that most visitors who come to the city are young, and that this is important for the women.

Samira who is 35 years old, said “the setback in front of my home enables me to setting and moving freely without wearing my veil.

Eman who is 40 years old said “I use my balcony for the necessary activities only, in order to expose myself to outsider men as little as possible .

Nuha who is 48 years old and have two teenage girls, said “commodity in the entrance of my dwelling exposes me and my girls to men when we travel to carry everyday life activities.

Manal hoes 36 years old she presented .' that the coffee shops which spreads a lot in the midtown especially Haifa street and AL-Suhada squre are places crowded by men, and so she will be exposed to strange men hoes setting in front of the coffee shop ."

Suzan who is 39 years old housewife who has four children, said in regarding to this matter “I found difficulties when I went shopping and when I visited the medical center, there is no public transportation near to my home, and I spent more money as I used private taxi to travel.