



NOCTURNAS

THE EVERYDAY LIFE OF WOMEN NIGHTSHIFT WORKERS
IN THE BARCELONA METROPOLITAN AREA



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1 INTRODUCTION

“This project is our voice, ... because through the project people will be aware of what happens, of sexism, of the terror that we experience sometimes when we work at night, of the health issues, because sometimes we get sick, and that we do it for economic need...”

Nocturnas: *The everyday life of women nightshift workers in the Barcelona Metropolitan Area* is the report of results of a feminist participatory action research project developed between 2015 and 2017 with women who work at night in the Barcelona Metropolitan Area (BMA). The goal of this project is to make visible and analyze how urban planning and design in the BMA, its cities and neighbourhoods, affect the development of the everyday life of women’s nightshift workers.

We have used feminist participatory action research as our methodology to be able to make this project a collective one, in its elaboration and its authorship. The study is inspired by the work that through the years Col·lectiu Punt 6 has built and developed with the women who have participated in workshops, capacity building and participatory processes. The project begins as part of the PhD dissertation¹ of one of the members of Col·lectiu Punt 6, Sara Ortiz Escalante, but has been designed with the aspiration to become a collective project in partnership with other organizations and groups. It is for this reason that the project has been developed in collaboration with Funda-

ció Àmbit Prevenció, the Women’s Secretariat of CC.OO. (Comisiones Obreras) labor union, Ca la Dona and Irídia, and with a team of 24 women nightshift workers who have been co-researchers in different phases of the project. Without this collaborative work, it would have been impossible to gather what we present in this report. All of us have dedicated over a year to sharing everyone’s experiences, understanding the specificities of each individual situation, and working towards exposing the barriers we face. Our objective is to influence and transform urban planning and mobility policies.

The methodology has promoted that the women involved in the project decide how we want to present the results and disseminate our collective work. For this reason, we use the first-person plural and we share collective authorship². Individual testimonies accompany our plural voices, through quotations that exemplify personal experiences³. In addition to this report, we have edited three participatory videos and we will also publish the results in academic articles, all with the goal to share this work with as many people as possible.

1 Dissertation preliminary title: “Transgressing space and time: the everyday/everynight life of women nightshift workers”, developed at the School of Community and Regional Planning, University of British Columbia in Vancouver, Canada

2 Sara Ortiz Escalante has written a first draft of the report, later revised and edited by the co-researchers, the members of the advisory group and the rest of members of Col·lectiu Punt 6. In case of errors, Sara Ortiz Escalante assumes all responsibilities.

3 The original report has been written in Catalan and Spanish. To allow a fluent reading of the text, we decided to include in this version only the English translation of the quotes, and not the quotes in their original language. The original quotations in Spanish and Catalan can be found in the original report https://issuu.com/punt6/docs/nocturnas_castellano and https://issuu.com/punt6/docs/nocturnes_catala

This project has been possible thanks to a *Public Scholar Initiative award from the Faculty of Graduate and Postdoctoral Studies* at the University of British Columbia and to a grant from the City of Barcelona received in 2016. Without these funds, it would have been almost impossible to develop this project.

We also want to thank the following people, organizations and institutions for opening their doors in such a homely way and letting us use their facilities to develop the project's activities: the Àmbit Dona team from Fundació Àmbit Pre-vençió; Santiago Sánchez and the Citilab Cornellà and Ca la Dona teams; as well as, Charo Agudo Cruz from the Bellvitge Hospital for helping reserve a meeting room in the hospital's emergency area. We want to also thank Gris Jorba and Albert Ametller for lending us their GoPro camera with which we recorded all the commuting routes; the Cooperativa de Tècniques team, especially María Zafra Cortés, for helping us disseminate our experiences through video; Odile Carabantes and Tonina Matamalas for the care invested in the report's design and illustration; and Mar Castarlenas for helping us make the mobility map in AutoCAD format.

The report first includes a review of the literature and the studies in relation to planning the nighttime, followed by a section with the project description, where we define the objective, the

methodological framework, the research team, the phases of the project, as well as the participatory tools used for data collection and analysis. In chapter four we present the main results, where we talk about how gender impacts night work and how night work impacts women's everyday life, in particular, urban planning elements such as mobility and safety, but also the effects on health and social relationships. The report ends with proposed actions that have been collectively elaborated and that are directed to institutions, public administrations and other agents involved in urban planning, the mobility and transportation network, and the labor rights in the BMA region, with the goal that they can incorporate these actions in their programs and policies.

We hope this report serves not only to bring light to the needs of women associated with the use of BMA at night, but also to inspire other groups and encourage them to promote more projects like this one.



2 THE NIGHT THROUGH THE LENS OF FEMINIST URBAN PLANNING

Feminist urban planning places at the center of urban decision making the needs related with people's everyday life, taking into account their diversity and analyzing how gender roles influence and have direct implications in the use and enjoyment of our cities. The everyday life is composed of different spheres: productive (paid work), reproductive (domestic and care work), personal (leisure, sports and personal care) and community (improvement of living community). Feminist urban planning gives the same value to the four spheres of everyday life, and in particular, it makes visible the reproductive tasks, mostly unpaid and performed by women, with the goal to increase their social value through urban planning and achieve that these tasks become a collective and social responsibility, not exclusively of women. Thus, feminist urban planning acknowledges and highlights women's everyday experiences and the needs and responsibilities associated with domestic and care work, this being the essential tasks for human development.

The study of the night from the lens of feminist urban planning implies to review the work and studies that have documented how women's bodies have been included/excluded in urban planning and the night, how urban planning has addressed the night sphere, and how fear and safety affect women's night mobility.

WOMEN'S BODIES IN PLANNING THE NIGHT

Feminist scholars have documented how women's bodies have been conceptualized in the public sphere as a threat to social order, but also as a vulnerable and objectified body to be dominated (Sandercock 2003, Wesely & Gaarder 2004). This domination and exclusion has been reinforced through the false public-private divide. Planning has been complicit in reproducing the oppressive public-private binary that places women in the private realm associated with the domestic, emotional, embodied, family realm, and unpaid and informal work; and men in the public sphere of the production, the paid employment and the power. This false division of spaces also implies a different appreciation of people and the activities they perform, prioritizing the masculine and public, and devaluating the tasks related to the care of people and the home, which women continue being mostly responsible for. The reproduction of this binary and the exclusion of women from the public sphere become more evident when the sun sets. The night has been historically conceptualized as a forbidden and dangerous time-space for women. Women transgressing this imaginary and using the space at night are still perceived as out of place in many social contexts.

PLANNING THE NIGHT-LIFE

In the planning field, most research on the night focuses on the so-called ‘night-time economy’. These studies are focused on the ‘night-time economy’ of city centers that seek economic revitalization in downtowns through entertainment, leisure and alcohol consumption (e.g. Bromley et al 2000, Crawford and Flint 2009, Beer 2011, Evans 2012). Some studies in the ‘night-time economy’ include a gender perspective and/or a critical race analysis (e.g. Talbot 2007, Waitt et al 2011, Roberts and Eldridge 2012, Schwanen et al 2012).

Thus, planning the night has focused on a small part of the night-life reproducing a romanticized idea of night users as a group mostly of leisure consumption, without acknowledging that the night is also a space of work, care and reproduction, a space of everyday/everynight life, without any glamour for those constrained to work the night shift. It also ignores the night cycles outside urban centers and does not include the everyday/everynight life of people who work at night, even less from an intersectional feminist perspective, since night entertainment is vastly dominated by a masculine and hetero-patriarchal culture.

Therefore, the field of *planning the night* needs to expand the area of study and include both the productive/reproductive part of the night from an intersectional feminist perspective that challenges the male-centered night culture; that moves beyond downtowns to other neighborhoods, working centers, towns, and homes; that brings light to the everyday/everynight needs of night workers; and that analyses how planning can contribute to improving the quality of life and right to the city. This vision is relevant in the context of this project, in Catalonia, since women continue being in charge of 70% of domestic and care work, in addition to being in the paid productive sphere

In the specific case of Barcelona, the city conducted a study in 2002 about the night work economy that showed that women represented a third of people who work at night (Oliver Alonso 2003). But there hasn't been any additional study since then, and none that relates night work with urban planning and mobility planning policies.

THE PERCEPTION OF SAFETY AND THE MOBILITY

Feminist planning research makes reference to the night-time in relation to issues of fear, safety and mobility. These studies look at how women's perceptions of fear increase at night, and discuss how fear and safety restrict women's mobility (Valentine 1989, Koskela 1999, Pain 2001, Ganjavi et al. 2000, Carter 2005, Dammert 2007, Falú 2009, Whitzman 2012).

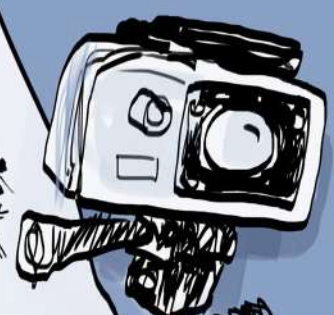
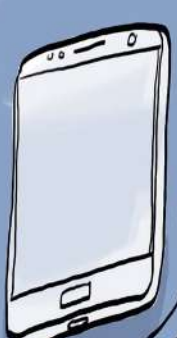
These studies analyze how to increase the perception of safety through urban planning beyond the traditional application of preventive urban planning that many cities have adopted and which focus on the prevention of crime against private property and that is committed by strangers. Feminist urban planning includes the perception of fear and violence from a gender perspective, analyzing how these impact women and men differently and as continuum between the private and public sphere. Additionally, it highlights that although most gender violence happens in the home, it is necessary to also analyze how fear affects women's use and enjoyment of public spaces (Col·lectiu Punt 6 2017).

This view has allowed us to expand our study and strategies with other forms of violence that had not been considered as crime, for example, the sexual harassment that most women suffer on the streets. This view also makes visible that gender influences the perception of fear. Women tend to fear sexual violence, the violence that represents an attack to the most intimate part of our bodies, and further restrict their everyday lives (Falú 2011, Sweet and Ortiz Escalante 2014).

Studies on women's mobility patterns have documented that women have more sustainable, complex and diverse mobility patterns than men during the day (Law 1999, Hanson 2010, Grieco and McQuaid 2012, Miralles-Guasch and Martínez-Melo 2012, Miralles-Guasch 2010). However, women's mobility can be paralyzed at night because of fear of violence. After dark, women avoid certain parts of the city, do not use certain modes of transportation, or refrain from going out at all. We as a society need to respond to this paradox to guarantee women's full right to the city in both the day and night. We hope this project is a step forward to advance to the women's full right to the city at day and night.

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3 THE PROJECT

The project analyzes how urban planning in the BMA cities conditions the everyday/everynight life of women nightshift workers, in particular, those aspects related to mobility, the design of public spaces, the perception of safety, and the network of services and facilities. The project initially focused on the perception of safety and mobility, with the objective to analyze how gender roles and women's bodies sexualization in the public space condition our options of mobility. But the collective work has allowed us to expand the elements of the study to include how gender roles influence women's decisions to work at night and what is the impact of night work on the development of everyday life activities, on family and social relationships, on health and on the work environment

The project has been developed from an intersectional feminist perspective, analyzing how sex and gender in relation to other variables of our identity (age, origin, sexual identity, migration story, (dis)abilities, and social class, etc.) as well as other forms of structural oppression (racism, homophobia, classism, etc.) influence how women nightshift workers use and access different urban environments and at different day and night hours.

This project expands previous studies on night work, focusing on the experiences and contributions of women in the nighttime economy. In particular, it contributes to:

- Make visible the night not as an exceptional, prohibited and frontier time/space for women, but as a continuum of the day exploring the complexity of different life rhythms.

- Conduct an analysis from an intersectional feminist perspective that makes visible the nocturnal part of everyday life as a source of knowledge. This is a perspective that has been absent in most studies on planning the nightlife, and that also expands the spectrum of projects and studies within feminist urban planning.

- Value the diversity of experiences of women nightshift workers in a particular area, in Barcelona and the BMA.

In sum, analyzing the everyday life of women who work at night allows us to highlight the impact of public transportation in our everyday life, the problems of night mobility and immobility caused by the perception of fear and safety, the contributions of women nightshift workers to the nighttime economy, how we organize the development of our everyday needs, and how we negotiate and decide the mobility options within the private sphere.

Thus, analyzing the everyday/everynight life with the active participation of women nightshift workers has helped us make visible the use and appropriation that women do in the city at night, advocating for our right and belonging to the night independently of the use or activity we develop. Because the city and the night are also ours!

THE USE OF FEMINIST PARTICIPATORY ACTION RESEARCH AS A METHODOLOGY

This project uses feminist participatory action research to facilitate the participation of women who work at night and improve the public policies related to the use of public space and mobility. The use of this methodology has allowed us to participate actively in the assessment and proposal of actions for improving of our everyday life, with the goal to push for an urban planning that responds to the night use of cities from a feminist perspective.

Participatory action research has been used since the 1960s in many parts of the world with the purpose that people from a community can work together to transform social and community structures, achieve practical results, and new forms of knowledge. This form of doing research, questions the hierarchical and invisible powers embedded in everyday relationships. Participatory action research challenges these hierarchies and questions the distinction between researcher and the research subjects. Therefore, looking for more horizontal relationships, participants are co-researchers and can be involved in all phases of the project: identifying the problem, designing the methods, research questions, data gathering and analysis, and disseminating the results.

Feminism has contributed to participatory action research giving a central role to women and to gender issues and introducing the use of feminist methods that understand women's everyday life and their experiences as an essential source of knowledge. Thus, the inclusion of a feminist perspective in participatory action research has allowed us to value the diverse voices and experiences of women in all phases of the project, explore a variety of participatory tools, question the power relationships, and promote reciprocity

among all co-researchers. In contrast with other research projects that promote a passive role of participants and few times provide follow-up, we have worked towards achieving collective appropriation of the project, building horizontal relationships and guarantee transparency, communication and continuity in all phases.

This methodology has also allowed us to work from the ethics of care, and take care of all women who have participated in the project, with the objective to socially value and make visible the active participation in this type of projects. Some of the care strategies are:

- Finding funds to compensate for the time that each woman has invested in the project (16 hours in activities), cover transportation expenses, and accompany each collective activity with food. Because active and transformative participation in this type of processes should not be based on voluntarism, since women, and more those who work at night, do not have the same time than other population groups, due to the double and triple shifts that women still carry out.
- Guarantee that women feel free to leave the project at any time, giving them the opportunity to keep in touch and participate again if they choose to.
- Find the most comfortable and less disruptive communication channel for each of us. For this reason, we have communicated through individual and group WhatsApp messages, which has enormously facilitated the communication and allowed us to be in touch upon finishing in-person activities.

RESEARCH TEAM

The research team has been composed by 29 women: 24 women nightshift workers and 6 women who are part of the advisory committee (one of them is also a night worker) and represent the organizations that have coordinated and collaborated in this project: Col·lectiu Punt 6, Fundació Àmbit Previsió, Women's Secretariat of CC.OO., Ca la Dona, Irídia.

The 24 women who work at night are between 25 and 60 years old, and work in different sectors and places: cleaning and medical staff at the Bellvitge Hospital, cleaning at the airport, street cleaning in Barcelona, elder care in different cities of the Baix Llobregat county, Local Police, social emergencies service in Barcelona, and sex work in Barcelona and other areas of the BMA. The group is diverse regarding places of residence, migration experiences, household composition and years working at night. They live in 12 different municipalities of the BMA, with a high representation of the area of the Llobregat Delta in the county of Baix Llobregat (southeast of Barcelona): Barcelona, L'Hospitalet, Castelldefels, Cornellà, El Prat, Sant Boi de Llobregat, Sant Feliu, Molins de Rei, Pallegà, Sant Joan Despí, Rubí, Santa Coloma de Gramenet. They have been working at night between 1 and 20 years. Thirteen of 24 are heads of household: they live alone, live with dependent parents or are single mothers.



Barcelona Metropolitan Area. Source: taxibarcelona.net

The advisory group has been composed by 6 women representing:

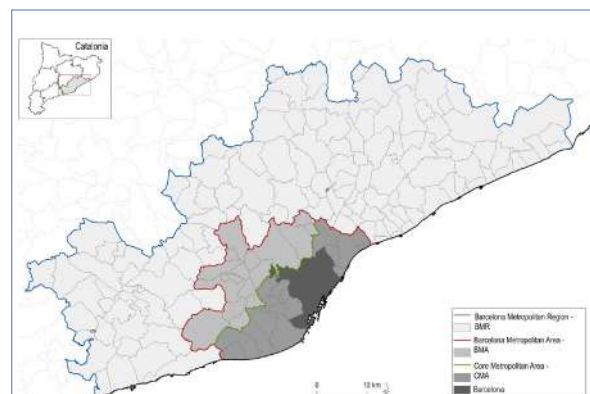
- **Col·lectiu Punt 6**, a feminist urban planning cooperative based in Barcelona, which has coordinated all phases of the project, facilitating all the activities of data gathering, analysis and recommendations, and provided advice, specially in the topics related to urban planning.

- The program **Àmbit Dona of the Fundació Àmbit Previsió** that offers services for sex workers and has a specific night program. Through this program we were able to contact sex workers of different areas of the BMA.

- The **Women's secretariat of the CC.OO. union of Catalonia**, which work as a union focuses on gender equality in the labor market. Through the women's secretariat we were able to contact workers at the airport, at companies in the Barcelona industrial area "Zona Franca" and in different municipalities of Baix Llobregat county.

- **Ca la Dona**, the network of feminist organizations, whose representative in the advisory group is a retired nightshift worker of Bellvitge Hospital, and who was the direct liaison with women nightshift workers at the hospital.

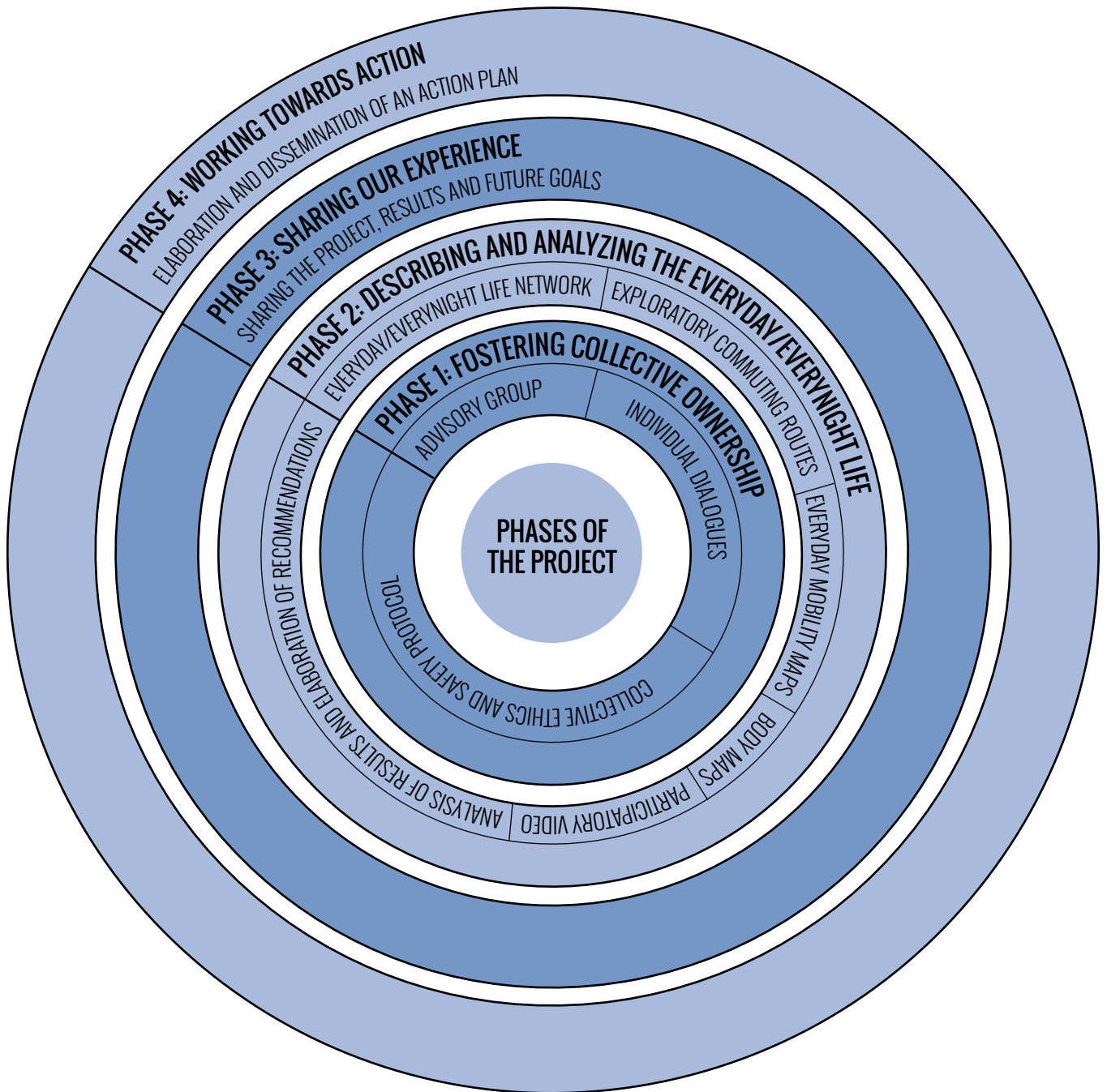
- **The Gender Area of Irídia** – Center for the Defense of Human Rights, which has provided advice in different aspects of the project for her previous professional experience and her activism with sex workers.



Source: IERMB (Research Institute of the Barcelona Metropolitan Region)

PHASES OF THE PROJECT

The following diagram summarizes the 4 phases of the project:



PHASE 1

FOSTERING COLLECTIVE OWNERSHIP

Advisory group

The project began with the creation of an advisory group with representation of the organizations and groups that provide services to women who work at night or have knowledge of their reality.

In this phase, we signed a memorandum of understanding between the organizations. The work of the advisory group has been essential to contact women who work at night, review, accompany, support and validate the development of the different activities of the project and disseminating it. The knowledge and experience of the different organizations has been essential to ensure that the methodology and tools respond to the availabilities and needs of women nightshift workers. But also, to create strong relationships between women and the organizations that we hope takes us to develop other projects together in the future.

Individual dialogues

We contacted women who work at night through the organizations of the advisory group and invited them to participate in individual dialogues. Through these individual meetings between the women nightshift workers and the coordinator of the project, we introduced the project, talked about the different levels of participation, activities, availabilities, needs, opportunities and expectations of each woman. The individual dialogues lasted approximately an hour, and were conducted in a place close and convenient to every woman.

These individual dialogues served to partner with the 24 women who became co-researchers in phases 2, 3 and 4 of the project including: data gathering and analysis, elaboration of proposed actions, selection of materials to share the experience, and how to continue working. After reviewing women's availabilities, ensuring that activities took place in a place close and familiar as well as that traveling to the activity did not take much time, the 24 women worked in 4 separated groups.

Collective ethics and safety protocol

The first activity before data gathering involved that each group collectively discuss the ethical considerations needed to include in the development of the project. The goal to collectively discuss these topics was to minimize our risks as co-researchers, based in free and informed consent, while acknowledging the role we each wanted to take depending on our individual situation.

queremos ser co-autoras y que
nuestros nombres aparezcan?

Co-Autoras!

We agreed on:

- Collective authorship of the project.
- Voice recording and taking pictures of the activities, to use these materials in the dissemination of results, respecting the confidentiality of those women who did not want to reveal their identity.
- The level of participation of each of us, where some of us manifested in which activities and phases of the project we wanted to participate, with the flexibility to resume our participation in the moment that each one wanted and considered necessary.
- The materials we can use to disseminate de project: participatory video, report with results, and conferences, among others.
- Our audience, to whom we wanted to send the results.
- Elements to create a trustful and respectful climate among us and in relation to our diversity.
- Elements to build horizontal relationships and to foster collective ownership of the project.
- Elements to guarantee the wellbeing and safety of all women in the group.
- And other topics that we wanted to include in the project's initial definition: reconciliation of personal, family and working life; the impact of night work in the quality of life and sleep, as well as the impact on our social and family relationships; and the search of strategies to support each other at the personal level and in the work environment.

PHASE 2

DESCRIBING AND ANALYZING THE EVERYDAY/ EVERY NIGHT LIFE

In this phase, we conducted data collection and analysis. We used a set of participatory tools that Col·lectiu Punt 6 has developed over the years⁴, emphasizing the nocturnal aspect. These tools consider women as experts of their environments and communities, due to their presence in all the spheres of everyday life. Through the use of these tools we have made visible the everyday/everynight life experiences in relation to how women live and perceive public space, use the transportation and mobility networks, and interact with their everyday network both at the neighborhood and at the BMA scale. In this phase, we conducted six group activities and one individual activity. The group activities, described later in the tools section were: *Network of everyday/everynight life*, *Network of everyday/everynight mobility*, *Body maps*, *Participatory video*, *Participatory Analysis of results and elaboration of recommendations*. The individual activity was accompanying women in their commute to document the route that each of us do between home and work. Most of us chose to be accompanied in the route from work to home, which included a diversity of shifts that finished between 5 and 8 in the morning.



Images of one group activity and one commuting route

4 Col·lectiu Punt 6 (2014). *Mujeres trabajando. Guía de reconocimiento urbano con perspectiva de género*. Ed. Comanegra; Col·lectiu Punt 6 (2017) *Entornos habitables. Auditoría de seguridad urbana con perspectiva de género en la vivienda y el entorno*. <https://issuu.com/punt6>

PHASE 3

SHARING OUR EXPERIENCE

The third phase of the project focused on sharing publicly the experience and knowledge accumulated with a larger audience. In the previous phases, we decided to make participatory videos to collectivize the results, as well as an on-line report with the project results to reach both institutions and agents involved in public policies related to planning the nighttime, and people of our everyday life as well as organizations interested in this type of work.



Images of the studio recording of individual testimonies used in the participatory videos

PHASE 4

WORKING TOWARDS ACTION

The fourth phase, initiated simultaneously with phase 3 and is still ongoing. It focuses on defining the “actions” resulting from this action-research project. The goal is to have a work plan that we can present to institutions and organizations involved in urban planning, night work and feminism. The work plan began upon commencing the awareness raising and results dissemination processes.



PARTICIPATORY TOOLS TO ANALYZE EVERYDAY/EVERYNIGHT LIFE

The following participatory tools, allowed us to collect information about the everyday life of women nightshift workers, based on their experiences and her-stories. These tools used the women's everyday life as a methodology, which meant acknowledging them as experts of their communities and neighborhoods. The women's knowledge was accumulated throughout their presence in different spheres of everyday life: paid work, domestic and care work, and community work.

The tools we present in this section have been used to describe the everyday life of women nightshift workers, and to elaborate recommendations to improve their lives.

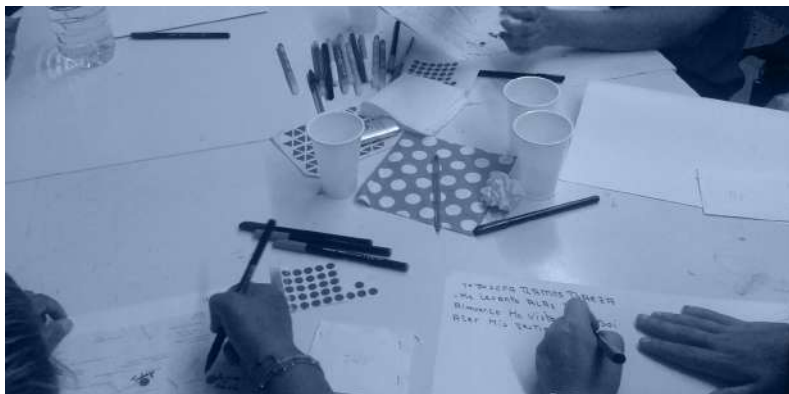




Image of one individual dialogue

INDIVIDUAL DIALOGUES

WHAT IS IT?

The individual dialogue is a method whose objective is to create more collaborative relationships with co-researchers, and has the potential to reduce the power differences of people involved.

It is an open exchange of information between the person who coordinates the project and co-researchers. It seeks that the parties involved understand all the information related to the project: the different phases and activities to develop, as well as the availabilities, needs, opportunities, and mutual expectations of the participants. The individual dialogues promote the exchange ideas free of prejudice, allow to start building a relationship between the coordinator and the co-researchers, and create a climate of trust.

TOTAL TIME

1 hour

HOW DID WE USE THIS TOOL?

After contacting each of the women, potentially co-researchers, we agreed on a day, time and space to meet that was convenient to each of them. The coordinator of the project explained the context, the philosophy and different parts of the project, as well as the different options and formats of participation. Women talked about their interests, availabilities and expectations.

In each individual dialogue we reviewed: the ethical protocol and considerations of the project, freedom to refuse participating in the project from the beginning or at any time during its development, risk and benefits of participating in the project, compensation for the hours dedicated, co-authorship or confidentiality in the project materials, and dissemination of results, among other issues. At the end of the dialogue we recorded the verbal consent to participate in the project as co-researchers.

The individual dialogue was also useful to start sharing experiences related to night work, and this information that has also been incorporated in the analysis.



Images of the exploratory routes

EXPLORATORY COMMUTING ROUTES

WHAT IS IT?

The exploratory routes consist in accompanying each nightshift worker woman in their commuting route to or from work. These routes provide an analysis of the elements that increase or diminish the women’s perception of safety in relation to mobility options, everyday networks, and the design of public spaces. The routes also explore the relation between housing and its environment, and between the work area and its surroundings.

TOTAL TIME

depending on the distance, the type of mobility and transportation (from 7 minutes to an hour and a half)

HOW DID WE USE THIS TOOL?

The route started from work to home or vice versa. While on the route, each woman highlighted aspects in relation to any of issues analyzed: mobility, perception of safety, everyday life in her neighborhood, the surroundings of the work area, etc.

We recorded each route with a GoPro camera that the women wore as a vest, or in their helmets or placed on their cars, depending of the type of mobility. The objective was to gather images that reflect in first person what they see, walk and live. In addition to these images, we recorded footage images with another camera and we took pictures of different parts of the route.

The routes were done mostly when leaving work, between 5 and 8 in the morning, although some were conducted on the way to work, between 9 and 11 pm. With some women who change shifts, we did the route between 5 and 8 in the morning. The routes were conducted from May to July; therefore, the images recorded show the experience of a particular season where it gets darker later and brighter earlier. Yet, women always emphasized, in the routes and group activities, that the winter darkness increases the perception of fear.

These routes provide an essential and ethnographic knowledge that connects the neighborhood scale with the city and metropolitan scale. This is important given that although most women live in a short geographical distance from work, the transportation routes they used span across different municipalities and through different scales of urban planning.

EVERYDAY/EVERYNIGHT LIFE NETWORK

WHAT IS IT?

It is an individual and collective exercise to describe and analyze the different activities women perform in their everyday life, in which spaces they conduct the activities, the time they invest on them, and with whom and how they move to accomplish them. This exercise serves to analyze and value the spaces where everyday life takes places, how the perception of safety influences the execution of these activities and the use of certain spaces.

TOTAL TIME

2 hours

HOW DID WE USE THIS TOOL?

Individual activity

The activity was divided in two parts, a first one of individual work and a second of group work.

1. List of everyday itineraries

Each woman made a list of the activities we develop in a day type of our everyday life. The information of the activities was classified in 5 columns: hours we invest, the tasks we do, the people with whom we conduct these activities, the type of transportation we use to move, and the spaces where these activities take place.

The list of activities shows all the tasks that are conducted inside and outside the home to cover the personal needs and the needs of others: accompanying children to school, going to work, doing grocery shopping, taking care of elder people, doing administrative errands, etc.

2. Assessment of activities and spaces

After listing the activities, each of us assessed the favorable and unfavorable aspects of our neighborhood and the built environment where we performed each activity, focusing on how working at night conditions the development of our everyday life.

Collective activity

3. Group work and list of agreements

We shared our individual assessments in groups. Each woman explained to the rest of the group how our everyday life network is and how we assess it. Then, we collectively made a list prioritizing the favorable and unfavorable aspects.

4. Presentation of group results to all participants

We share collectively the information gathered in each group, made a list of common favorable and unfavorable aspects, and discussed possible actions that could improve our everyday life.

CADENA DE ITINERARIOS COTIDIANOS

NOMBRE: [REDACTED]

¿DÓNDE VIVES? en Sant Joan Despí

¿EN QUÉ TIPO DE VIVIENDA VIVES? (piso, casa aislada, adosada, etc.): piso

¿CON QUIÉN VIVES? con mis tres hijos

¿A QUÉ HORA?	¿QUÉ TAREAS/ACTIVIDADES?	¿CON QUIÉN? Hija, hijo, con pareja, amistades, sola, otras personas dependientes, etc.	¿CÓMO VAS? A pie, en coche, en moto, en bici, transporte público,...	¿DÓNDE? Calle, plaza, parque, equipamiento o lugar donde realizamos la tarea/actividad
10:00	ayudar padres	sola	a pie	en barrio
11:30	limpiar casa	sola	a pie	en casa
12:00	ayudar padres	sola	a pie	en barrio
13:00	comprar	sola	coche	al barrio
14:00	Hacer comida	sola	a pie	en casa
16:00	ayudar padres	sola	a pie	en barrio
17:00	comprar	sola	coche	Supermercado
19:00	dejar cena hecha	sola	a pie	en casa
21:00	salir al trabajo	sola	coche	Hospital
22:00	Trabajo			
05:00	salir de trabajo			
05:30	atributa o cast			

CADENA DE ITINERARIOS COTIDIANOS

NOMBRE: [REDACTED] EDAD: 43

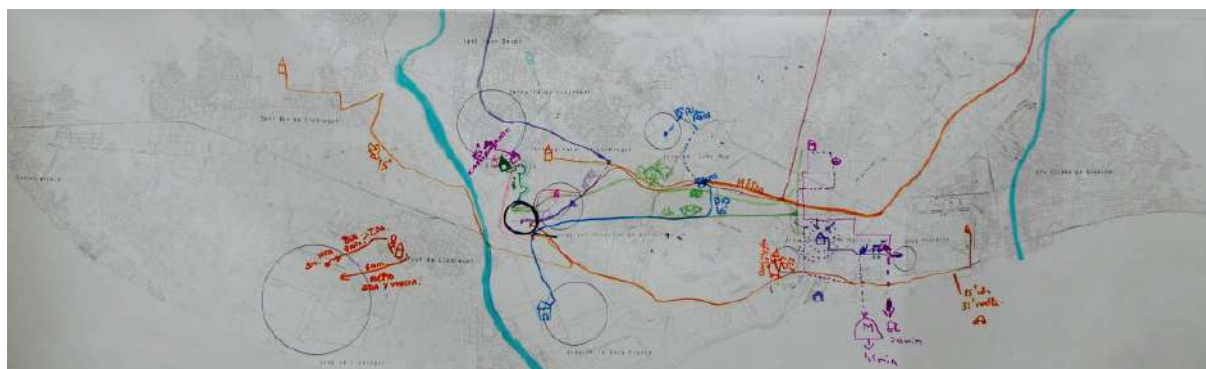
¿DÓNDE VIVES? (Ciudad y Barrio) EN SANT FELIU DE LLOBREGAT (BARRIO LA SALUS)

¿EN QUÉ TIPO DE VIVIENDA VIVES? (piso, casa aislada, adosada, etc.): piso

¿CON QUIÉN VIVES? con mis padres y mi hijo de 4 años

¿A QUÉ HORA?	¿QUÉ TAREAS/ACTIVIDADES?	¿CON QUIÉN? Hija, hijo, con pareja, amistades, sola, otras personas dependientes, etc.	¿CÓMO VAS? A pie, en coche, en moto, en bici, transporte público,...	¿DÓNDE? Calle, plaza, parque, equipamiento o lugar donde realizamos la tarea/actividad
22:30 H	ENTRAR AL TRABAJO CARBIEMIS Y ESTAR EN LA SALA DE BRIEFING A LOS 22:00H.	SOLA	A PIE	P.L. SANT FELIU DE LLOBREGAT.
06:20 H	SALIR DE TRABAJO PARA CASA	SOLA	A PIE	CASA
08:00 H	MANTENERME DESPIERTA PARA LLEVAR A MI HIJO A LA PAPA DEL AUTOCURS	CON MI HIJO	A PIE	GRANSON, SANT FELIU DE LLOBREGAT
09:00 H	HACER GESTIONES COMO: BANCO, COMPRAR MEDICINA...	SOLA	A PIE O EN COCHE	VARIOS
SIGUE 10:30	DORMIR HASTA LAS 14:00 O 15:00 H	SOLA		CASA
14:00 a 15:00	LEVANTARME PREPARAR CUIDA, LARGA LIMPIEZA (PAPA, PAPA...)	SOLA		CASA
16:45	IR A BUSCAR A MI HIJO AL COLE	SOLA	COCHE	ESCUELA
17:15	LLEVAR AL PEQUE A KUNG FU	CON MI HIJO UNA AMIGA Y SU HIJO	COCHE	GIROBASIO

Examples of the list of everyday life itineraries of two women nightshift workers with family responsibilities.



Images of the elaboration of the individual everyday network map and the collective night mobility map

EVERYDAY MOBILITY MAPS

WHAT IS IT?

The everyday mobility maps consist in, first, individually illustrating the everyday/everynight network of each woman and, second, drawing the commuting routes of each woman on a collective map. At the end, we have one map per woman with her everyday network and a collective map with the night mobility in the BMA.

TOTAL TIME

2 hours

HOW DID WE USE THIS TOOL?

The activity was divided in two parts, first an individual exercise and second, group work.

Individual activity

1. Everyday network map

Each woman located her home in a map of her neighborhood and surroundings. She then drew her everyday network made of public spaces and spaces of relation and connected the elements that are used to cover her everyday life needs: facilities and services, retail stores, public transportation stops and streets.

2. Signaling perceptions

Using two colors, each woman marked on the individual map the neighborhood spaces where she felt safe and comfortable (positives in green color) and those that felt unsafe, unpleasant, she does not use or she avoids (negatives in red color).

Collective activity

3. Presentation to the group

Each participant presented her map and explained the positive and negative elements. We made a list of the common elements that came up of all women's contributions.

4. Collective night mobility map

En un mapa grande del AMB, cada una en un mapa grande del AMB, cada una drew her commuting route and then marked what type of transportation she used, the route and the total travel time. This collective map illustrated the night trips of the 24 women who work at night and highlighted the diversity of journeys, transportation types and temporalities.

BODY MAPS

WHAT IS IT?

Body maps are used to analyze how we live through our bodies the emotions, sensations and other physical and sensorial manifestations in relation to the spaces and the built environment we inhabit and to the night work we perform. Body maps connect body experiences of the most intimate and private space with the public space and the urban environment where we live.

We analyze how the environment and the public space impact our women bodies and, in particular, how the perceptions of fear and safety are bodily lived and felt. In a real-size map of our body women represent how they experience the spaces they use on a daily basis, using paint, drawings and objects that can be glued to a body silhouette, or the surrounding or interior of the body. A testimony of each women accompanies the body map.

TOTAL TIME

2 hours

HOW DID WE USE THIS TOOL?

The activity had two parts, one of individual work and a second of group work.

Individual activity

1. Draw the silhouette of the body

With the help of another woman in the group, each woman drew her real-size body silhouette in a large piece of paper in the position she wants.

2. Body map

Each woman worked on her body silhouette and represented the response to the following questions:

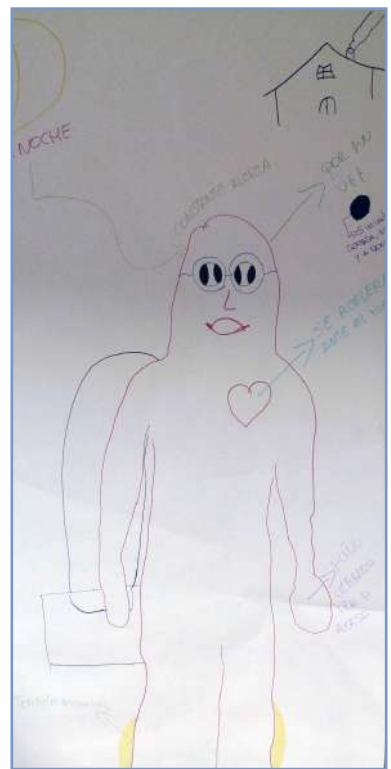
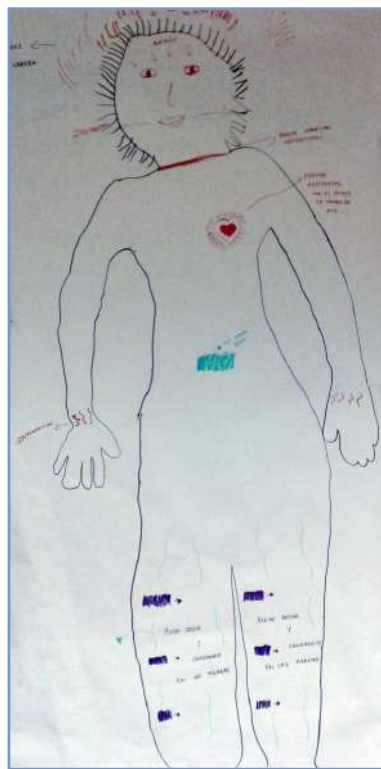
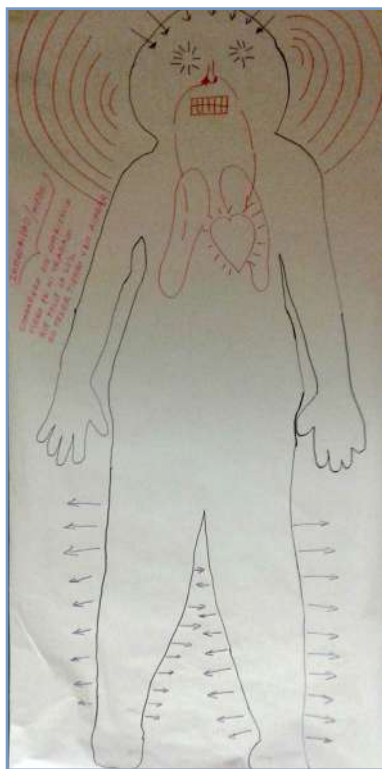
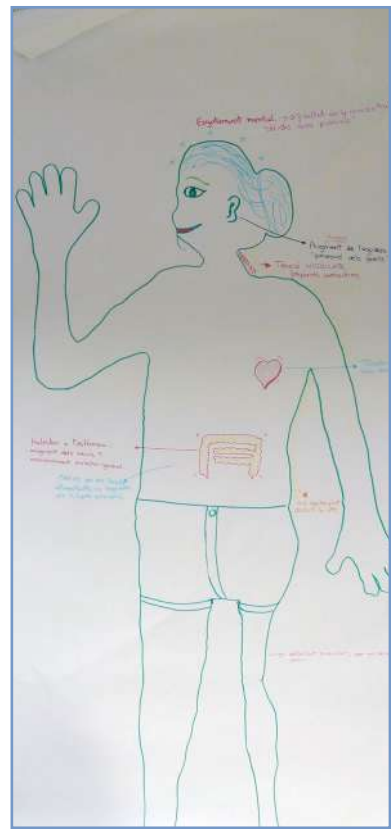
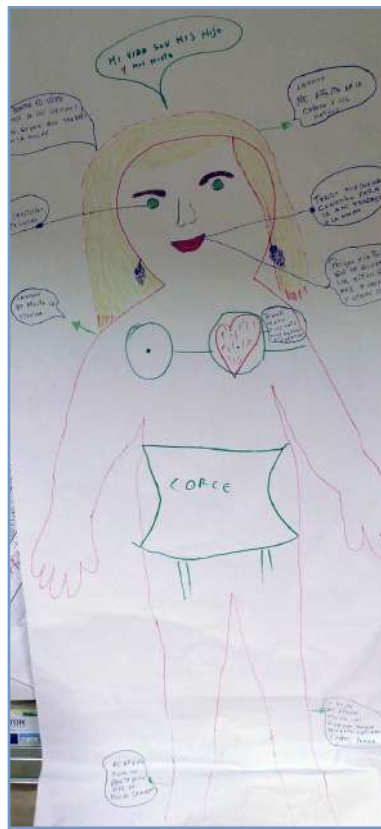
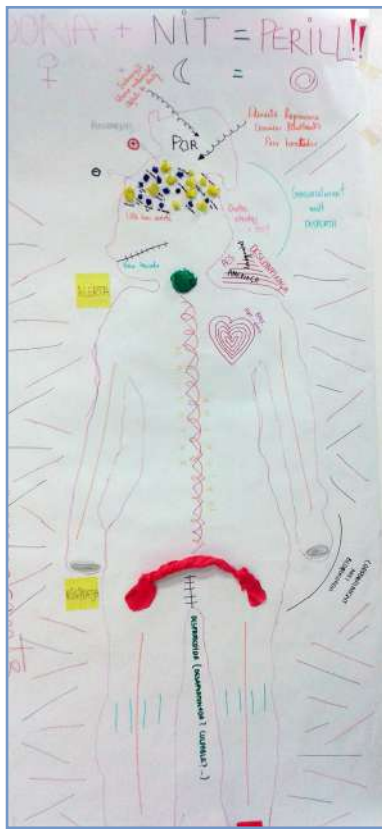
- How does night work affect me?
- How and where do I live and perceive fear in my body?
- How and where do I feel strength in my body?
- How does the urban form affect my body?

Collective activity

3. Presentation to the group and discussion

Each woman explained how we felt doing this activity and how we represented the four questions on the map. Each individual presentation served to collectively reflect about the different impacts that night work has in our bodies in relation to how we experience the spaces we travel through. The presentations also serve to share our experiences of fear and safety and how we face them.

In this type of activity, we delved into the intimate and personal spheres. It was not uncommon for issues to rise and trigger emotions and memories among participants. For this reason, this activity was conducted after there was enough trust and respect among all women who are part of the project.



Examples of body maps of different women nightshift workers

PARTICIPATORY VIDEO

WHAT IS IT?

The participatory video is a storytelling tool where participants have an active role. They collaborate on writing the script, choosing their concerning topics, highlighting specific elements, and reviewing the final video.

It is a tool used in participatory action research projects that seek alternative ways to conduct research. The tool serves to analyze the collected data and to disseminate results to a broader audience.

The participatory video can reach a broader audience than other dissemination materials, as it is more accessible and easier to understand for both public policy institutions and the general public. Therefore, it has the potential of being an empowerment tool for women, as well as a dialogue tool for grassroots groups, social organizations, and public institutions.

TOTAL TIME

2 hours of script workshop plus the time for video recording and revision

HOW DID WE USE THIS TOOL?

From the beginning of the project, the women chose participatory video as the tool to disseminate results. For this reason, we defined the following activities to record material, write a script, and produce the final videos:

1. Video recording of the activities that describe the everyday/everynight life

All activities describing the everyday/everynight life of phase 2 were recorded. These included both group activities and the commuting routes. We obtained many hours of audiovisual material to use in the final videos.

2. Script workshop

During the analysis part of phase 2, we attended a script workshop facilitated by the *Cooperativa de Tècniques*⁵, a feminist cooperative that works in the production of images, sound and performances, as well as on training and research. It was during this workshop that the four groups of women got together for the first time. Likewise, this was the first time that we collectively analyzed the gathered information. We defined the priority issues that we care about and how we wanted to bring light to them and communicate them through the video. We also agreed on the number of videos, the themes of each video, and how to share the stories (using recorded images from the workshops and the exploratory commuting routes, and recording individual testimonies of the women who wanted to share their individual experience).

3. Video recording of individual testimonies

After the script workshop, the women who wanted to record the individual experiences participated in a video recording in a movie set where each of us shared our individual testimony responding to the following question: How working at night influences your daily life? This question was the conductive thread to allow each of us to center on the issues we wanted to highlight at the individual level. In addition to recording the individual testimonies of nightshift workers, the testimonies of three members of the advisory group were also recorded.

5 <http://cooptecniques.net/>



Images of the script workshop and Images of the video recording of individual testimonies

4. Follow-up of video editing

Once all the material was prepared to start editing, the Cooperativa de Tècniques helped create 3 videos with the constant support of the project coordinator who communicated the alternatives and adaptations to the rest of women co-researchers.

5. Review and completion of videos

Once we had the videos' drafts, we reviewed them and shared our feedback to modify the final version of the videos. The topics of the videos were:

- Making visible women's night work through participatory action research (interviews to advisory group members)
- The mobility and transportation network, the commuting routes, the perception of fear and risks, and the safety strategies, etc. (mixing individual testimonies with commuting routes images)
- The impact of night work in the social and family relationships and in all aspects of health (mixing individual testimonies and workshops images)

ANALYSIS OF RESULTS AND ELABORATION OF RECOMMENDATIONS

WHAT IS IT?

The workshops on analysis and elaboration of recommendations serve to collectively and participatory review, validate, and analyze the gathered information, and to later propose recommendations to improve the everyday life of women who work at night. These workshops serve to compile and summarize the accomplished work and to have a first assessment of the situation.

TOTAL TIME

3 hours (1.5 hours of analysis and 1.5 hours of recommendations)

HOW DID WE USE THIS TOOL?

1. Organizing the collected data

The collected and transcribed information of the different activities describing the everyday life (individual dialogues, everyday/everynight life network, mobility maps, body maps and commuting routes) was classified in big categories or themes. We chose pieces of transcriptions of each activity that reflected both the diversity and commonality of the experiences. In our case, the script workshop served to identify the category of analysis that served to organize the information.

2. Data analysis

Once data was categorized, each group read the transcriptions per category and analyzed the elements that condition their reality. We also analyzed whether the information chosen was representative of all the work of describing and gathering information or whether we needed to add any parts.

The group analysis per category was essential to enrich the analysis among all.

3. Elaboration of recommendations

Once we conducted the first collective analysis, we collectively elaborated recommendations that would help improve our everyday life as women night-shift workers. We already had collected some recommendations in the previous activities. Thus, this workshop served to recover these recommendations and to propose and prioritize new ones. Each recommendation was presented as an action to execute, and we identified the institutions, organizations and agents to be involved in the development of this action. Therefore, the elaboration of recommendations also served to identify the target audience to whom we wanted to send the results and recommendations.

At the workshops of analysis and elaboration of recommendations we also discussed the strategies to disseminate the results with the objective of initiating a dialogue with the institutions that can include these recommendations in their urban planning and mobility policies.



Images of the workshops



4 RESULTS

In this section, we present the main results, where we include our first-person voices, as well as images, maps, and graphics that help exemplify the message we want to transmit.

“To be a woman permeates everything, gender has an unequal and differentiated impact on the night work of women and men”

THE IMPACT OF GENDER IN THE NIGHT WORK

Women often work at night for economic reasons; the salary is higher, in some cases between 300 and 500 euros extra. Many of us highlight this as something necessary and positive because we are the heads of the household and this night work allows us to provide for our families. Thirteen of the 24 women are head of households: we live alone or with dependent people (children or seniors).

“I think that a high percentage of women choose the night for economic and personal reasons, because the night is not convenient for anybody, because physically you don’t recover, and the exhaustion is brutal...”

Many of us sleep less, we sacrifice sleep time to combine paid work with domestic and care work. Those of us in charge of dependent people, working at night has allowed us to reconcile employment with family. Despite sleeping less, working at night allows us to do administrative errands in the morning. We could not do this if we worked in the morning. However, this affects our quality of life, which can be terrible in the long term. This said, not all women with children think that the night helps to reconcile work and family; for some of them, the night work prevents them from spending adequate time with their children..

“The night shift should be for people that have the stability to be able to rest when they arrive home, to be alone, and to get organized, etc.”

We should highlight that regardless of the impact in the quality of life, the work environment at night is better than during the day. Darkness is linked to a cozier environment that creates personal ties that could not be developed during the day. Many of us who

work in the health system feel personally satisfied with our work and this compensates the negative impacts of the night shift.

In the case of sex workers, our work is not a formal job with a monthly salary. Therefore, going out at night to work is our mean of subsistence “It is another job, it helps me move forward”, but we have an economic insecurity that the other night workers with a contract don’t face.

“There are days that maybe I make 150 euros and there are days that I don’t make a penny”

“If I go to work and the night goes well and I gain money, I am happy. When I make 110 euros I am satisfied. This revives me and I think that the next day I am going to make the same, and maybe the day after I make less money, I make 50 or less... and well, what can I do? I don’t have a choice but to hold on.”

THE IMPACT OF NIGHT WORK IN THE EVERYDAY LIFE OF WOMEN NIGHTSHIFT WORKERS

Through this project women have brought light to and analyzed the urban planning elements that affect our everyday life and night travel in the city and the BMA. Initially, the point of departure was that the **perception of fear and safety** as well as the **mobility** options were the urban planning elements that conditioned our every night life the most. But the collective work has enabled us to highlight other impacts of night work: on the development of **everyday life activities**, and on the way **gender inequalities are manifested on the job environment**. Night work also impacts our **health** as well as our **personal, family and social relationships**.

The night mobility in the Barcelona Metropolitan Area

The night mobility is one of the issues that worries us and affects our everyday life the most, specially for those of us that depend on public transportation or walk, as daily we face the fear to move through certain areas.

For women who have the option to drive a car or motorcycle, we do not hesitate to use this mode of transportation. But we are a minority among night workers (7 of the 24 women), as many of us cannot afford it due to family and economic reasons. When using a car or motorcycle, the trip is much shorter, sometimes an hour less, and we neither have to wait for public transportation nor face circumstances that provoke fear both on the route and in the interior of public transportation. However, as we will mention later, we do fear falling asleep and having an accident.

“It takes us 10 minutes to get home by motorcycle, in fact, I bought the motorcycle because of this problem. Because there is a bus that directly connects without transfers, but it lasts between 30 and 45 minutes when there is no traffic. If there are traffic jams, it takes longer because it goes through many towns and it’s much further and if there is traffic it takes longer, particularly when I leave work at 8 am... [she refers to bus L10]. The positive part of the motorcycle is that I go faster, I don’t

have to wait in the bus stop after 10 hours of work. The motorcycle gives me speed, ... and independence of not depending of the bus, comfort, practicality and autonomy.”

“Maybe it takes 15 minutes to get to work, and 30 or 40 minutes on the way back home. If there was a bus or metro that was faster, I would prefer to take the metro, but in the metro it takes me an hour and fifteen minutes, and I’d feel sleepy and I was afraid of falling sleep and getting robbed or that someone did something to me, ... it seemed not to save me any time, hence I decided to commute by car.”

All of us who do not have an alternative option to public transportation, identify a multiplicity of factors that make difficult our mobility in relation to night work and we can conclude that **the public transportation in the AMB does not respond to women nightshift workers**, in particular at specific early morning hours (between 5:00 and 6:30) which is worse in some routes (the connection between municipalities in the Baix Llobregat county, southwest of the city of Barcelona). In particular, women identify issues related to: **routes, schedules, frequency, connections among different public transportation modes, and the walk to or from public transportation**.

Routes

The public transportation system connects the periphery of the BMA with the city of Barcelona, but the connection between other municipalities, specially in the Baix Llobregat county does not respond to the everyday life needs of women nightshift workers. There are nearby towns connected by bus, but the routes are very long. Specially, the connections between L'Hospitalet and Cornellà, Sant Joan Despí, Sant Feliu, Molins de Rei, and Sant Boi de Llobregat. Sometimes, there is the option to take the metro instead of the bus, but many times that requires having to go to Barcelona from L'Hospitalet or Cornellà to return to the Baix Llobregat region.

The problem is the lack of public transportation. The time invested to travel from one point to another is so great that is detrimental to those that depend on this type of transportation the most. In this case, women who work at night, but also seniors and care takers, who are mostly women too, who do domestic tasks during the day.

“In my neighborhood the communication is really bad, we don't have metro, and it takes more than an hour to go by bus from work to home”.

“I've worked for 18 years here and 6 years ago I got a car. If you go with the bus, you have to wait until 6 am, and then it takes you much further and you arrive home at 7 am, two hours after you finished work, and I live very nearby. If you take the metro, I have to take the line 1 and change to line 5 in Pl. de Sants [Barcelona] and go back, it is a lot of time. On the way to work is not as complicated than on the way home. At 5 in the morning it is very annoying”.

“I believe that to go to work by bus is no problem, although it takes you an hour, but the problem is to go back home, you have to wait 20 minutes in the bus stop, there is nobody around, it's cold in the winter, you are afraid of whoever walks by, even if they don't do anything to you, but you have a hard time.”

“The L10 [bus] takes extremely longer, almost an hour and to go home you have to wait for the bus from 5:10 to 5:40 or 5:45, and in the L10 there are people that come from everywhere, ... Sant Joan Despí does not have a metro, I have to take the trolley, go to Barcelona first and then transfer to come back here.”



Schedules, frequency and connections among different modes of public transportation

“In a city such as Barcelona, the fact that the metro, the mode of transport that connects the city, does not work at night hinders mobility”.

Night schedules, frequency and routes of public transportation do not enable the everyday life of women nightshift workers. There is less frequency in the first hours of the morning (5 to 7 am) and on weekends; in consequence, many times we have to wait between 15 and 20 minutes, or we have to run not to miss the bus or metro. Often, we have to transfer between modes of transportation (metro, bus or train), and any alteration of the schedule in combination with less frequency can make the commute longer, at least half an hour longer.

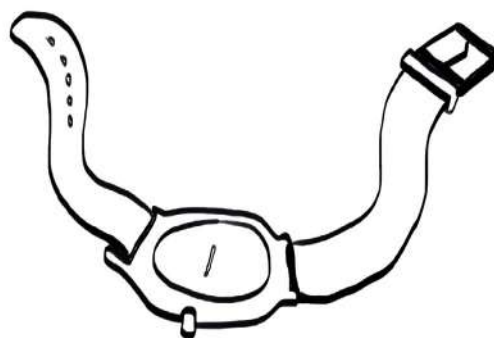
“When leaving Bellvitge, instead of waiting in the bus stop, I take the metro to Rambla Just Oliveras where there is a lot of people who take the train to go to work, and there is more transit because it is the center, and the police patrols, unlike in other neighborhoods, and I have to wait 15 minutes in the bus stop. This works in the summertime but in the winter, it’s too cold. But many times, this bus stop is out of service and I have to walk all the Rambla Just Oliveras to get to the [bus] L12”.

“For example, the [night bus] N2 that I take in Plaza Catalunya [Barcelona], I cannot take it in Av. Carrilet [L’Hospitalet] because the last bus leaves at 5:15. If it left at 5:30 instead I would have time to arrive and that would help my commute; for this reason I go to Plaza Catalunya [Barcelona]. I was a month studying the route, the schedules, ...”

“I take the bus to Bellvitge and then I take the metro to Florida. On weekends, I take the [bus] 109 or 37 to Plaza España [Barcelona] to take the metro, and I stop in Pubilla Casas [L’Hospitalet] instead of in Santa Eulàlia [L’Hospitalet] because it is darker. When I take the 109 on weekends there are a lot of people who take the bus, because during the week there are more buses, but on weekends many people come from Mercabarna, etc. On Saturdays, you take the 37 at 5:55 but the 109 starts at 6:10; on Sundays, the 109 starts at 7:00, and the 37 at 6:05 and goes to Plaza Cerdà or Plaza España [Barcelona]...”

The lack of routes, schedules, and frequency make some of us dependent on other coworkers, family members or other relatives in order to be able to commute, more so on weekends, when service is reduced. As a consequence, our mobility and autonomy is limited.

The problems identified in the routes and schedules make even more difficult our everyday life because we have to add, to the fatigue of the night work, the management of mobility and a long route in public transportation, which negatively impact our quality of life.



Workers collective transportation offered by companies

There are occasions when some companies located in industrial zones and with a large number of workers, offer collective transportation for their workers. One of the women night workers uses this transportation, but the problem is that the company only offers the service on the way to work.

“On the way to work I take the company’s transportation, there is a bus from Plaza Cerdà [Barcelona], the bus is only one way, it does not work on the way back, the company is interested in you arriving on time to work but they don’t care when you get back home.”

As we mention later in the section of recommendations, collective transportation offered by companies could be a solution in some of the work places where women work, but it usually depends on the good will of the company since it is not a mandatory service. As we will later expand, mobility challenges also interfere in women’s access to job opportunities, since many of us have to decline some job offers due to the absence of transportation options.



Picture by Susana Flórez Félez, Plaza Catalunya FGC train station, a Sunday at 8:30 am going back home

Night mobility map

To graphically illustrate our commuting routes, the type of transportation, and travel time invested, we have created a collective map where we gather the mobility related to the night work of all the women in the project (see map in the next page).

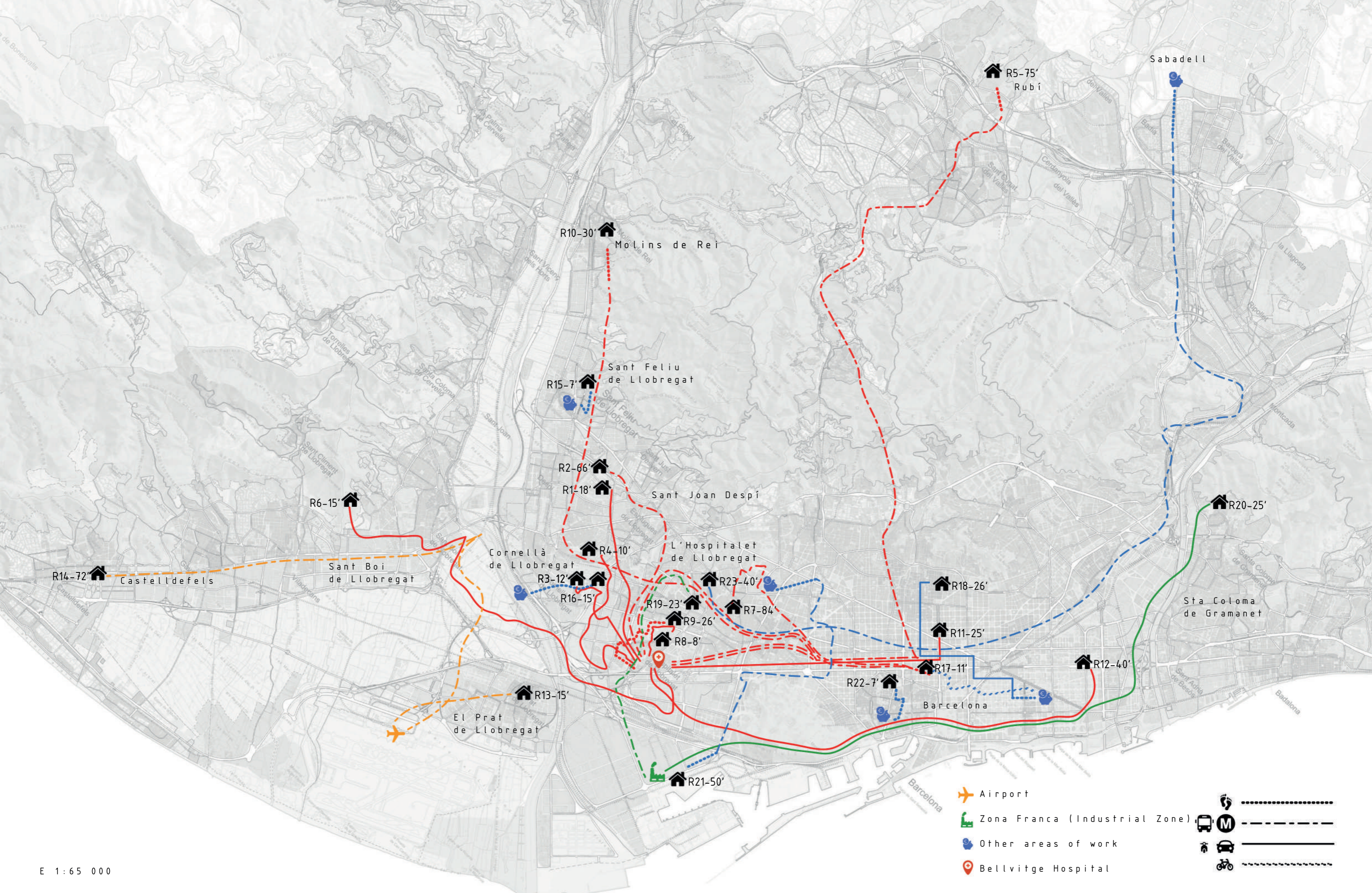
To make the mobility challenges even more visible in terms of time and connections of public transportation, we have elaborated a table that accompanies the night mobility map (see page 40 and 41). On the table, we highlight the route that we take usually (in darker purple the most frequent and light purple the alternative route), but we compare it with how long it would take with other mobility and transportation modes, mostly by car, but also walking when distances from home to work are less than 5 km. We also include the bike route of those who use this type of commute. The times provided represent one day without any incidence in the public transportation system, and according to the official schedules.

The objective of the table is to illustrate the deficiencies in public transportation and raise awareness about the time investment inflicted on people who work at night. We want for this to reach the authorities and institutions in charge of the public transportation network so they can rectify or improve some of the routes and connections.









As the table illustrates, in most cases, commuting by car or motorcycle is the fastest, and the difference can be very significant in comparison with the same trip by public transportation. The deficiencies in some public transportation lines are showed in comparison to how long it would take women to walk. In the cases of towns of the Baix Llobregat county such as Sant Joan Despí or Cornellà, women who work at Bellvitge Hospital would arrive earlier walking than by bus. But evidently, this is not an option for multiple reasons: the physical environment of the walk (industrial zones, highways, etc.), it is not a pleasant route to walk early morning at dark, we would not feel safe walking alone at the time and in these environments, and it would require an extraordinary effort after night work.

	ORIGIN	DESTINATION	HOUR	DAY	PUBLIC TRANSPORTATION	PRIVATE VEHICLE (CAR, MOTORCYCLE)	WALKING	BIKING
R1	Hospital de Bellvitge	Sant Joan Despí – El Padró	05:00	Monday to Friday	69' Bus L10: 25' Wait + 44' Bus	18' Car – 7 km	64' – 5 km	–
				Weekend	89' Bus L10: 45' Wait + 44' Bus			
R2	Hospital de Bellvitge	Sant Joan Despí – Parc de la Fonsanta	05:00	Monday to Friday	66' Bus L10: 25' Wait + 41' Bus	15' Car – 6,6 km	68' – 5 km	–
				Fin de semana	86' Bus L10: 45' Wait + 41' Bus			
R3	Hospital de Bellvitge	Cornellà – Sant Ildefons	05:00	Monday to Friday	45' Metro L1 + L5 (goes to Barcelona and returns)	12' Car – 4,2 km	51' – 3,7 km	–
					55' Bus L10: 25' Wait + 8' walking + 22' bus			
				Weekend	45' Metro L1 + L5 (goes to Barcelona and returns)			
					75' Bus L10: 45' Wait + 8' walking + 22' bus			
R4	Hospital de Bellvitge	Cornellà – (Ctra. Esplugues – Montesa)	05:00	Monday to Sunday	35' Bus L10: 5' Wait + 30' bus	10' Moto – 6 km	55' – 4 km	–
R5	Hospital de Bellvitge	Rubí	08:00	Monday to Sunday	75' Metro L1 + FGC: 30' metro + 30' FGC + 15' walking	30-35' Car – 26 km	–	–
R6	Hospital de Bellvitge	Sant Boi	08:00	Monday to Friday	40' bus L72: 10' Wait + 30' Bus	15' Car – 9,7 km	–	–
				Weekend	40' bus L72: 10' Wait + 30' Bus			
R7	Hospital de Bellvitge	L'Hospitalet – Collblanc	05:00	Sunday	25' metro L1: 12' metro + 13' walking	18' Car – 5,7 km	53' – 4 km	–
				Route change because of fear	84' metro L1 + Bus N2: 37' metro to Plaza. Catalunya + Bus N2 42' + 5' walking			
R8	Hospital de Bellvitge	Bellvitge	05:00	Monday to Friday	18' metro L1: 13' metro + 5' walking	8' Car – 2 km	20' – 1,5 km	–
				Weekend				
R9	Hospital de Bellvitge	Bellvitge – Av. Europa	05:00	Monday to Sunday	25' metro L1: 5' metro + 20' walking	7' Car – 2 km	26' – 2 km	7' – 2 km
R10	Hospital de Bellvitge	Molins de Rei	08:00	Monday to Sunday	30' metro + train: 5' Wait + 6' metro L1 + 4' Wait + 10' train R4 + 5' walking	17' Car – 15 km	–	–

	ORIGIN	DESTINATION	HOUR	DAY	PUBLIC TRANSPORTATION	PRIVATE VEHICLE (CAR, MOTORCYCLE)	WALKING	BIKING
R11	Hospital de Bellvitge	Barcelona (Monumental)	08:00	Monday to Sunday	40' metro L1 and L2	20-30' Moto -10,5 km	-	-
R12	Hospital de Bellvitge	Barcelona - Barrio Sant Martí	08:00	Monday to Friday	60': 5' Wait + 33' metro L1, 4' walking + 10' trolley + 8' walking	22-40' Car - 19 km	-	-
R13	Aeropuerto	El Prat - San Cosme	06:00	Monday to Friday	15': 5' Wait + 7' Bus PR1 + 3' Bus 65 to San Cosme	9' Car - 5 km	39' - 3,2 km	-
R14	Aeropuerto	Castelldefels	06:00	Monday to Friday	72': 10' Wait + 17' Bus L77 to Sant Boi + 41' Bus L96 to Castelldefels + 5' walking	14' Car -10,6 km	-	-
R15	San Feliu-Centre	San Feliu-La Salut	06:00	Monday to Friday	-	-	7' - 650 m	-
R16	Cornellà - Gavarrà	Cornellà - San Ildefons	07:00	Monday to Sunday	14': 9' walking + 3' metro L5	5' Car - 1,5 km	15' - 1,5 km	-
R17	Barcelona-Poble Nou	Barcelona - Sant Pere i Santa Caterina	06:00	Weekend	30': 12' walking + 18' metro L4	10-14' Car - 3,3 km	33' - 2,6 km	11' - 2,6km
R18	Barcelona-Poble Nou	Barcelona - Gràcia	06:00	Weekend	40': 18' walking + 22 metro L4	16-26' Car: 6 km + 8' walking to parking	1h - 4,6 km	-
R19	Barcelona-Zona Franca	L'Hospitalet - La Florida	06:00	Monday to Friday	40': 20' Bus 110 + 10' metro L1 + 10' walking	18' Car - 8,2 km	-	-
				Weekend	55': 5' Wait + 25' Bus 109 to Pl. Cerdà + 15' metro L1 + 10' walking			
R20	Barcelona-Zona Franca	Santa Coloma de Gramenet - Can Franquesa	06:00	Monday to Saturday	1h 30': 23' Bus 109 + 31' metro L1 + 22' Bus B80	25' Car - 20,5 km	-	-
				Sunday	1h 48': 35' Wait + 20 Bus 37 + 31' metro L1 + 22' B80			
R21	Barcelona - Camp Nou	Barcelona-Zona Franca	05:00	Weekend	50': 10' walking + 10' L3 + 30' Bus 109	10' Car - 10 km	-	-
R22	Barcelona - Raval	Barcelona - Raval	03:00	Monday to Sunday	-	-	7' - 500 m	-
R23	Sabadell	L'Hospitalet - Pubilla Casas	08:00	Monday to Sunday	55': 11' walking + 34' train R4 + 10' metro L5	30' Car - 30 km	-	-



E 1:65 000

-  Airport
-  Zona Franca (Industrial Zone)
-  Other areas of work
-  Bellvitge Hospital
-  Dotted line
-  Dashed line
-  Solid line
-  Dashed line

The perception of fear and safety

“My impression is that if you work at night, and you are a woman, the first thought that comes to your mind is this feeling of danger... I am not always aware of this feeling, but it’s there.”

Most women who work at night talk about the fear in some of our trips, especially those trips we do at 5 or 6 in the morning. The perception of fear, in addition to be based in social and cultural elements transmitted to women in relation to the danger of potential victims of sexual assault at night, it is also based in cases of violence against women that happened in our everyday environments: ranging from robberies while commuting, both in or from the parking area to the work place, crossing underground tunnels, in single-use areas with lack of life; all the way to very serious cases such as sexual assaults in the interior of the work place.

There is also a group of workers (5 of 24) who do not feel this type of fear because they finish their shift later, at 8 in the morning. And most of us drive a car or a motorcycle. But we face the fear to fall asleep and have an accident on the way back home, after working 10 and 12 hours.

“For me the fear is related with the fatigue, you have less reflex and you can have a car or motorcycle accident”.



Pictures of Cristina López González:
“To me the night conveys tranquility”

For those who work in the care of elder people in care homes, we also want to highlight that in certain work places the number of staff diminishes at night under the false pretense that at night there is less work. In consequence, this creates situations of fear in the work place; in elder care homes, many emergencies happen at night and it distresses us not to be enough people to cover the work.

“I have been alone with 35 elder people... if nothing happens you can handle it... but if something happens?... if there is an emergency forget about changing [patient’s positions] or any other task”

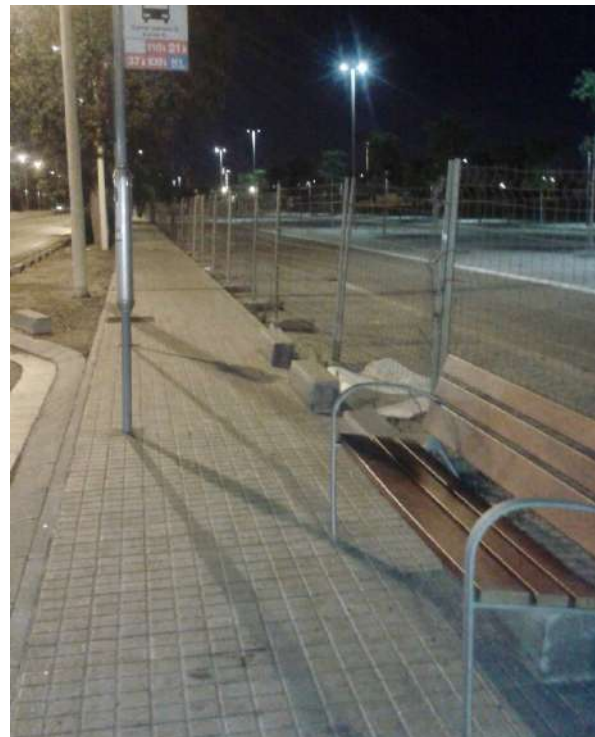
At the airport, the perceptions of fear have also increased in the current context of terrorist attacks and people who are in the cleaning service are also exposed to it.

Next, we identify the aspects that increase the perception of fear and the perception of safety, highlighting the strategies women develop to feel safer. We want to emphasize that the perception of safety is totally linked to women’s options of mobility and public transportation. Therefore, we consider that the fear and safety perceptions condition mobility: walking to public transportation, in the mobility infrastructures (bus stops, metro access, wait times), as well as in the interior of public transportation.

THE MAIN ASPECTS THAT MAKE US HAVE FEAR ARE:

Single-use areas and lack of activity

The design of working zones, and their public and intermediate spaces influence the perception of fear due to the single use of these zones. In industrial areas, such as Zona Franca, the lack of activities’ diversity and mixed uses also is linked to a type of design that does not respond to the scale of pedestrians; these are zones with streets that prioritize motorized vehicles, have wide avenues, are often poorly lighted, have public transit deficiencies (bus stops not fully equipped, and the new metro line is out of service), and where nobody walks at night.



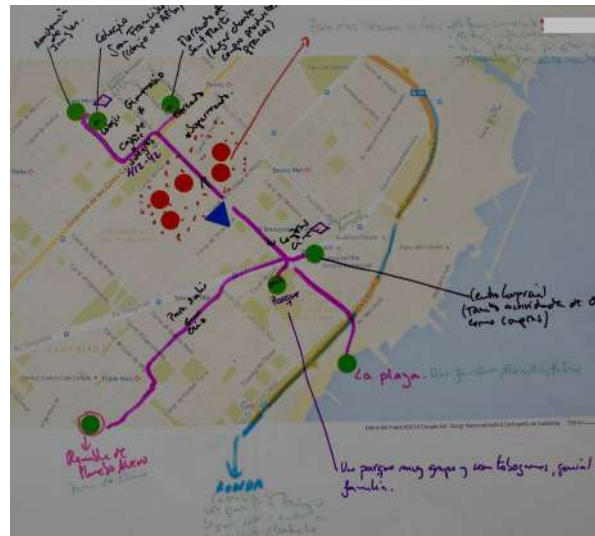
Bus stop in Zona Franca

In the area of the Hospital of Bellvitge, the design of the area did not take into account the relationship with the surrounding neighborhoods. In addition, this area is surrounded by highways, informal parking lots next to the river, a sport's area and a hotel area; all of them single use. Therefore, there is a disconnection between the mixed-use design of the neighborhood of Bellvitge and the design of the hospital area.



View of the Hospital of Bellvitge from the metro station

In addition to these two single use areas, there are also women who work and travel through areas in Barcelona, such as Poble Nou and the University Campus-Camp Nou. The lack of diversity of uses and activities, and the night activity of these areas make you feel unsafe. For example, there are no services and facilities open during night hours when we travel through this area, which would serve as refuge or help if needed.



Picture of one empty lot of the area

Design of mobility infrastructures

The design of mobility infrastructures also influences our perception of safety. On one hand, the design of parking lots; on the other, the walking connection between public transportation and work or home (tunnels, bridges, streets, etc.)



Pictures of commuting routes that go through parking areas that increase perception of fear



“When I parked close to the soccer field, I did not like it at all, it is a poorly lighted area [Bellvitge Hospital]”

“I had used the tunnel that crosses Gran Via [highway] to go to Bellvitge Hospital, and I did not like the experience during the day, I would never cross it at night”.

“This tunnel is unbelievable... one coworker was almost raped during the day, I have crossed it during the day and I think that at night it must be so frightening... it is narrow, dark, and threatening; a passage under the Gran Via [highway],...”

Pictures of the tunnel that crosses Gran Via used both by workers and users of the Hospital of Bellvitge that come by with the bus lines of Baix-bus from El Prat (L10), Sant Boi (L70, L72), Gavà (L80, L81, Viladecans (L86) and Castelldefels (L95). The stop is located at the other side of Gran Via highway and people have to cross the tunnel to arrive to Bellvitge Hospital. Pictures taken by Conchi Braojos.

These factors make us women change the routes and trips, searching alternatives, or be dependent on other people to accompany us. In sum, the design of mobility infrastructures does not provide autonomy, safety nor freedom of movement to women.

“I used to come walking, but once a coworker was robbed in the best zone where the road is wide and cars pass by. After that, I have fear. I have to walk a bit from the metro station to home and it could also have happened to me; since I have assumed it I don’t have fear anymore. I take the metro, only one stop, and to go back home there is a coworker who accompanies me, and it saves me time and I don’t have to do the walk from the metro to home”

This case clearly exemplifies the importance of taking into account the perception of fear and safety in urban safety and mobility studies; because women not only feel limited by the threat of experiencing an assault or a violent situation, but also the fear increases when we know about situations that have happened to other women.

“The worst of working at night, for me, is the trip, when I leave the public transportation and I go home, I don’t fear the metro or the bus... I fear when I arrive to my neighborhood.”

There are some women who walk or bike to work in places that at the level of planning mobility and transportation networks are considered close, and these places are reached faster walking or biking. But most women experience fear in their routes.

Visibility

The visibility during the trip is a factor that conditions safety perceptions and route selection. On one hand, there is the visibility related to the type of lighting; in certain areas there is a lack of lighting, and in others despite being lighted, there is a lack of maintenance of the vegetation and trees that block it. On the other hand, there is the visibility related to the concept of seeing and be seen, without obstacles in the route, such as walls, corners, bushes, or vegetation higher than a meter.

“I always walk on the road, not on the sidewalk. And if cars pass by I step aside. There is more visibility on the road than on the sidewalk.”



Pictures of routes that transmit fear because they pass areas with obstructed lighting, opaque fences and empty lots where the vegetation is not maintained

Space monopolization by a homogenous group

Other studies about safety already highlight that the monopolization of a space by a group conditions the use of this space and the perception of fear that it generates. In the case of women nightshift workers, those that use public transportation, bike or walk agree that drunk people provoke insecurity, and particularly the men whom they find in their routes, specially on Friday and Saturday nights.

“You have fear because there have been attempts of rape to other colleagues. When you go out of work on Saturday morning and take the metro and at the Rambla Justo Oliveras, that area is complicated, because people are totally wasted and when they form a group, I am shit scared.”

“On Thursday night they already consume ... and now during vacation and with the good weather, it’s worst... you find all kind of things, guys snorting cocaine, one rolling a joint, a girl on top of a guy, and you cannot even look at them or say anything, just ignore them since they can be violent to you. In the platforms people also fall asleep, because they are drunk... and then their wallets gets stolen, or the cellphone...”



Night pictures of the Metro

“At night it’s a mess, there are drunk guys, lots of people... once going to Sabadell by train in Sant Vicenç dels Horts a crazy man came to harass a young woman, at 11 at night... we had to leave the train, she and I, and this was the last train of the day.”

To feel safer, most of us when we take the metro we choose the first wagon where the driver is, as the rest of wagons on Friday and Saturday nights are full of people who come back from partying and who have consumed alcohol and other drugs.

But the safety of going in the first wagon gets lost in the new metro lines, These lines work without a driver. Also, the “modernity” of the metro stations follow an aseptic way of design: a longer distance between the Surface and subsoil. The design of these new stations can provoke a higher perception of fear. While there are more cameras installed, this is not associated with higher security; it is a mechanism to record the incident, but not to help in case of aggression.



Metro station L9 Parc Nou, example of the new metro stations of L9 that connects Barcelona with the airport

Perception of problematic neighborhood

Most women positively value the neighborhoods where we live, but some of us feel fear when walking from public transportation to home because it is a conflicted neighborhood at night time. Not during the day, but at night, because of nightlife and the presence of men consuming alcohol and other drugs. It is the case of women who live in the neighbourhoods of Collblanc, Florida and Pubilla Casas in L'Hospitalet.

"This is a very bad area, in the past it was an area of shacks and it was dangerous, in Pubilla Casas up there, there is an area of night clubs ... here there is not even a soul in the winter... the scene changes a lot in the winter, when I leave [the metro] this bar is always open when I arrive... but here and there are all kind of people, many alcoholic men, who they are always the same, and the young guys come here sometimes because it is the only bar that's open... this is dark... recently they repaired the light poles, because they are often broken... this street is a trap, when you get in here you don't know where to scape."

"On weekends there is also a night club up there and this area is very dark and I am going crazy rushing to get home as soon as possible."

Sexual harassment in public transportation and on the street

Many of us share stories of sexual harassment suffered in our commutes, for being women and moving at night. In addition to the fatigue that we have at 5 or 6 in the morning, after working all night in tasks that require a great physical effort (cleaning at the hospital, airport, streets, taking care of sick people, etc.) we add the fear and impotence of facing sexual harassment. This obliges us to change routes not to leave a trace of our everyday life routes and to avoid having men controlled our movements.

"I feel apprehensive when I bump into men on my route at these hours, and having to wait for the bus alone..."

"There are men who are offensive, men who come from or go to work. Once it happened to me that three nights on a row a man followed me from the bus stop to work, I got very scared. The third night, I was scared shit, I got off at my bus stop and I started walking faster and he stood next to me. I asked him what he wanted and he told that I was a beautiful woman."

"I had a big cold and an old man was sitting by the exit of the metro station, inside, and he told me 'good morning' and I answered 'good morning', and I smiled so he would not say I was rude and bother me some more. I got in the elevator and he took the stairs, I left and he was sitting there and I had to pass in front of the stairs, and he told me 'did you get a cold?', and I said 'yes a little bit', and he told me 'these colds can be cured with good sex'. He was an old man... and there wasn't a soul on the street... and I thought 'what do I do?' And I realized he was following me and he crossed the street like me, I crossed through the pedestrian crosswalk and he crossed too... and I was not able to take the alley, so I changed the route... When you find this type of people, you are scared... that day I changed the route because it was the only way he would not know my regular route unless he waited for me another day... and I went to the ATM, and when I was leaving, he was seating in a bench in front of the ATM ... and he told me: 'do you want sex or what?' I told him that if he follows me more I would call the police who were there, in front of us, and he told me 'I can walk wherever I want because I am free on the street'. And I entered a coffee shop pretending I went to get breakfast..."

"In Sabadell I got off at the south station and the whole place is an industrial area. At 11 pm an old man drives around saying to any woman he finds 'hi beautiful, can I give you a ride?' Some people get off the train and take the bus to the city center but I am in a house close to night clubs and there are crazy guys, what a scene!"

Perception of fear linked to the social messages women receive

In our society, women continue being socialized to have fear in the public space and at night. Messages such as “Don’t walk alone at night” is one of many messages we receive through family, mass media, and formal and informal education about how we should protect ourselves to prevent rape or sexual abuse by strangers. This perpetuates the message that we are responsible to prevent any aggression. In consequence, at night, women fear in the public space, even though most violence against women continues happening in the private sphere of home and by a known person.

“People make you feel fear, for example, my neighbors even tell me, ‘when you come home at 5 in the morning don’t turn at the end of the corner, just get off at the sidewalk and then turn... someone might be hidden behind the corner. I sometimes have to park the car next to the cemetery and I am scared, and when I arrive to the corner, I begin thinking of what my neighbors told me, and now I have an unnecessary fear instigated by the neighbors... and then I think ‘who is going to be there in a corner waiting for me at 5 in the morning?’”

Violence and harassment to street workers

The sexual harassment and violence suffered by both women working as streets cleaners and sex workers in Barcelona is related to how women’s bodies are conceived in the public space at night, and to the type of work we do, which is often socially undervalued.

In the case of sex workers, fear and insecurity happens late at night when the number of people in the work areas diminishes, and there is risk of aggressions and assaults. Also, we feel vulnerable because we are sex workers in the streets and our bodies are seen as objects that can be abused and violated beyond the work we do.

“People sometimes think that as a sex worker you have to be predisposed to everything... The problem is the place where we are on the street. The violence we are exposed to, assaults... there are some men who control you at night to rob you, and they assault you after working, and they know it and when there is nobody around they plan it.”

“I feel very unsafe at 2:30 at night when my co-workers leave and I am left alone and I have to be watching out everywhere.”

Sex workers also perceive the presence of police with a dual feeling of security/insecurity, because the role of police is different depending of the area of work, and it is sometimes perceived sometimes as a threat and sometimes other times as protection. While in the center of Barcelona, due to its touristic attractiveness, there is more police, this affects our work because we suffer police harassment and they scare our clients. However, in other areas in the periphery, such as Camp Nou, some women consider that police provide them company.



Everyday life map illustrating where the police presence is perceived as a negative element in the center of Barcelona

“The police stay in the workplaces. This is good and bad, because sometimes it’s good that the police is here because sometimes there are drunk people, and the police presence helps. But sometimes it’s bad because they don’t let us work.”

The street cleaners also suffer harassment and aggression simply for being the women who clean the street. In our society, the low social value of cleaning the streets, as well as other domestic work, elicits that we are many times treated as an object of the urban furniture or being harassed and attacked. This increases the perception of fear of these workers, particularly in areas of the city with high concentration of nightlife.

“When the lads go out, they walk by and start messing with you, and I start to walk sideways, and I look forward, but I have eyes on my neck. In case they show me a knife, or they want to rob me, or they want to attack me.”

This feeling is also shared in a similar way by cleaning workers at the airport, while it is not a public space like the streets, it is a large-scale facility where you find similar circumstances.

“You know to what we are exposed? To the way passengers talk to us... the lack of respect they have, they think that the airport is theirs...”

THE FEATURES THAT MAKE US FEEL SAFE ARE:

The perception of safety is usually greater in mixed-uses spaces that diverse activities, spaces, facilities, and people. When returning home from work, stores open and a larger diversity of people are on the streets.

With regards to public transportation, the increase of guards in the metro platforms makes some of us feel safer while we wait for the metro in the first hours of the morning. Before, we were mostly alone waiting in this space.

“There now is a guard in the metro station... I feel safer with the guard. I know that he may not do anything, he is there with the dog and he does not move from his place, and it’s likely that if someone comes to harass me he is not going to do anything... but I feel safer now than when he was not there.”

Also, for many of us the sense of belonging and the knowledge of our neighborhood make us feel safer when we move at certain hours. We know the territory well.

“I don’t feel unsafe; I was born and raised in this neighborhood. I can’t feel unsafe because I feel I belong to this community.”

However, the perception of safety associated with the autonomy and freedom to move, enjoy, and participate in the city at any time of the day and night is still conceived as something hard to achieve.

“For me, to feel safe means to feel calm. And I think, how can we do it? How can we achieve this calmness, the same type of control that we have during the day? and damn it, I don’t know, it is difficult for me to imagine it. To feel protected, the only way to feel calm is when someone accompanies me. This is the only way, maybe because I don’t know other forms of living in the city, but in reality, it is very difficult for me to imagine it.”

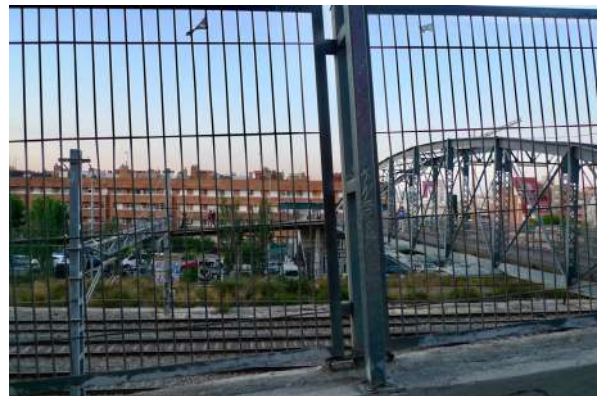
Therefore, we develop strategies at the personal level to feel safe. The strategies we develop to feel safer or to avoid situations that cause us fear vary; some of us carry a pepper spray or a small hair spray in case someone attacks us.

“I always carry a spray in my purse, and when I walk alone I carry it in my hand”

Some of us who walk or take public transportation change routes to avoid that nobody controls us. In the case of a worker of Bellvitge Hospital who lives 10 minutes from the closer metro station, she decided to change her route and invest one more hour commuting (metro to Plaza Catalunya and night bus back to L'Hospitalet) to avoid crossing a bridge that connects the stop of Santa Eulalia with the neighborhood of Collblanc. The anxiety that she lived crossing that bridge at 5:30 in the morning was paralyzing, and she decided to invest more time in her commute and travel calmer and reduce her anxiety.



Photo of Cristina Morales Fernández: Cristina could arrive in 15' home, but to avoid the distress she experienced when crossing the "Bridge of fear" that connects Santa Eulàlia with Collblanc, she changed routes and now she spends an hour and a half to get home



Photos that illustrate more details of the bridge that connects Santa Eulàlia with Collblanc

“I change the route every day, I never take the same, because I work and live here... [in the same town]”

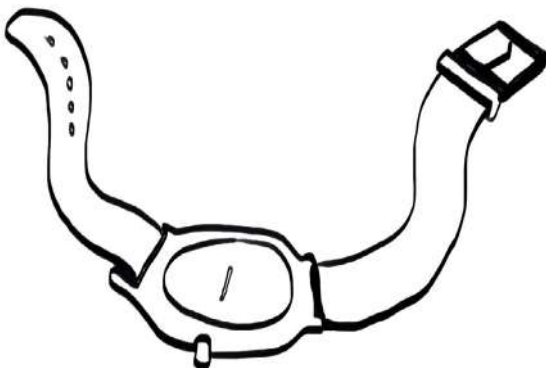
“In reality, when we are working the night shift, all women who work at night don’t usually take the same route, because someone can be watching us out there... the only thing I take regularly is the metro.”

Some workers also change the route depending on the time of the year. For example, an airport worker in the summer when at 6 am it begins to dawn, she takes two buses; in the winter, when at this time is dark, she lengthens her commute and takes the metro because she is afraid of waiting alone for the bus in an isolated bus stop, located in an industrial park with few activity at these hours.

“Here in the winter mornings I don’t take this route, I take the metro because it’s darker outside, ... Here we have a good combination, but in the winter, there is no one there.”

Another strategy is a bike commute, because it is faster and makes some feel safer.

“The night when I started getting paranoid, I decided to bike because I felt safer, I decided to stop using a watch in case someone stopped me would see that I do not wear a watch and they could realize I am worthless; and if someone wanted to rob me I also made up a story about my husband who was dying in the emergency room or something that could impact the assaulter.”



“I am afraid in my neighborhood when I am arriving to my building’s entrance, I worry someone is running after me and gets behind me or whether someone is inside. Then, I am afraid... before leaving the car I always take the keys and I have them ready, also because I am very clumsy and when I search things in my purse I never find them, and I get nervous... I prepare the keys and have them ready, and I think that if someone attacks I can nail the keys to them. Once, when I was younger, twenty something, a van stopped and two guys came out and grabbed me..., and I managed to scape and run into the building entrance ... maybe they were joking... I think they were returning from partying at night...”



Other women have been doing a mental process of reflection to face the sense of fear that they experience at night. For example, one of us talks about the work she has done using the technique of body awareness through movement, and how using certain movements, the way to walk, etc. she can increase her perception of safety. Also, some of us use music as a distraction:

Vestida de nit (Night dressed)

*Pinto les notes d'una havanera
blava com l'aigua d'un mar antic.
Blanca d'escuma, dolça com l'aire,
gris de gavines, daurada d'imatges,
vestida de nit.*

*Miro el paisatge, cerco paraules,
que omplin els versos sense neguit.
Els pins m'abracen, sento com callen,
el vent s'emporta tot l'horitzó.*

*Si pogués fer-me escata
i amargar-me a la platja
per sentir sons i tardes del passat,
d'aquest món d'enyorança,
amor i calma, perfumat de lluna, foc i rom*

*Si pogués enfilat-me a l'onada més alta
i guarnir de palmeres el record,
escampant amb canyella totes les cales
i amb petxines fer-lis un bressol*

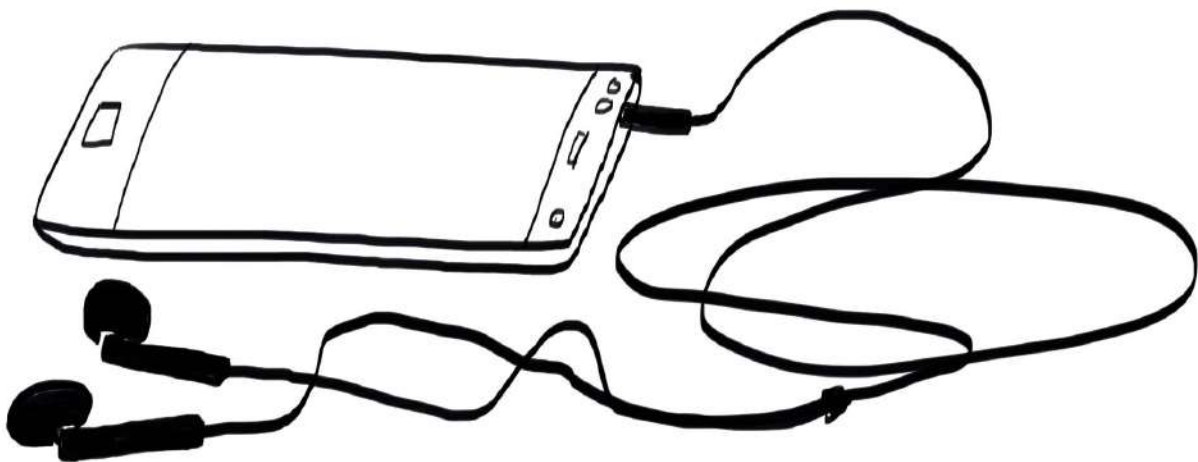
*Els vells em parlen plens de tendresa,
d'hores viscudes amb emoció.
Joves encara, forts i valents,
prínceps de xarxa, herois de tempesta,
amics del bon temps.*

*Els ulls inventen noves històries,
vaixells que tornen d'un lloc de sol.
Porten tonades enamorades.
Dones i Pàtria, veles i flors.*

*Si pogués fer-me escata
i amargar-me a la platja
per sentir sons i tardes del passat,
d'aquest món d'enyorança,
amor i calma, perfumat de lluna, foc i rom*

*Si pogués enfilat-me a l'onada més alta
i guarnir de palmeres el record,
escampant amb canyella totes les cales
i amb petxines fer-lis un bressol*

"Vestida de nit" by Silvia Pérez Cruz. This is the song that Txell sings as a strategy to face the fear when she gets out of work at night.



Effects in the everyday life activities

Most workers have a positive perception of our neighbourhoods, we are happy where we are living because we can develop our everyday life: we have access to services, facilities, commercial areas, and public spaces to develop our everyday life; and these are connected by public transportation or with walking infrastructure that covers our daytime needs. In the case of sex workers, we frequently are afraid of being identified as such by our neighbours or community and being judged for the work we do.

In general, we identify positively to live close to work, be able to do grocery shopping on the way home or to work (and leave it in the car), and to take advantage of the daytime; although sleeping less.

We do not appreciate the fact that the schedules of facilities and services to run administrative errands operate mostly in the morning; and we have to sacrifice sleep time in order to develop these errands.

Also, working at night limits the time to develop certain everyday activities related to the sphere of self-care and leisure. Those who are young without dependents, have more personal time of leisure, exercise, etc.

“Not having children or any other dependents give me freedom and some margin to have flexible schedules in favor of my wellbeing and rest.”

Those who have dependents don't have so much leisure time. In fact, we sleep less to be able to take care of our dependent people.

Some of us have family support to share domestic and care tasks and this benefits our quality of life enormously.

Also, women with small children unfavorably identify their inability to dedicate them more time. In the case of one of us who is still breastfeeding, the schedule limits the capacity to breastfeed at certain times and not as much as she would like.

As mentioned before, there are only three women who dislike their neighbourhood at night. In L'Hospitalet, we have access to diverse facilities and stores in the neighbourhood, but we dislike the environment, many times perceived as hostile and unsafe. Public spaces are not well maintained; there is a lack of cleanliness and too many bars (associated with the consumption of alcohol mostly by men who sexually harass women). But it is in these areas where we've found affordable housing close to Barcelona.

LWorkers who live in Barcelona also talk about how the tourism has changed the everyday life at the neighbourhood level where they used to develop their everyday life (Ciutat Vella, Poble Nou, Gràcia).



Map of the everyday network showing negative points related to the high presence of tourism

Impact on the personal, family and social relations

Many women feel a lack of understanding at the social level and also by their close circles in relation to what it implies working at night. On one hand, we have the feeling that people think that by sleeping 4 or 5 hours we have rested enough, or they associate the action of sleeping during the day not as rest time but as not doing anything.

“In this society there is total lack of understanding for people who work at night, because until you work at night, in whatever field, you don’t get it... people call you by phone, ring the door bell, and think that if you sleep only a bit, it’s enough, with only 4-5 hours of sleep, they expect you to be a regular person.”

“I don’t feel valued in the family circle. While we work, family and relatives sleep and their time passes very fast, they don’t have the feeling that we work. Therefore, when they see us, we are at home doing nothing because we are resting. Then, they have the feeling that we work ‘once in a blue moon’, and we can sleep less hours.....”

Also, our social life gets reduced because of night work, on one hand, because the social life of our surrounding circle happens when we work at night or when we rest on the weekends. On the other hand, because the exhaustion prevents us of from having energy to leave our home.

“The fact is that night work limits you a lot. Little social life... working from Monday to Saturday, of course, but working Saturday night means you finish on Sunday morning. Therefore, zero social life.”

This affects also the feeling of not being able to see family and friends as much as we would like it. And sometimes this takes us to loneliness, loss of family relations and depression.

“You don’t have much social life, leave work, sleep, work at home... My children are big now, but they are boys and I have spoiled them and I do everything and I don’t leave the house until 5 pm, I also go to visit my parents, etc.”

“For me, the biggest challenge is making time for family. Because I cannot see my father, it is difficult to spend time with him because I have little spare time. If I go, then I don’t have time to take a nap. On Saturdays, when I have more time, between one thing and another, I wake up very late, or if I wake up early I feel as a total zombie... in this sense, it affects the relationship with my family. I cannot see them as much as I would like.”

Some of us mention the incompatibility of schedules with our partners; in consequence, we don’t see each other as we would like, or we sacrifice sleep hours to spend more time together.

In the case of sex workers, we highly value the support of organizations and non-profits that offer services to us. In particular, the program Àmbit Dona (Woman Scope) of the Fundació Àmbit Pre-vençió is like our second home and it is a space where we feel safe, supported, not judged, and where we can talk and socialize comfortably with other workers living similar situations.

“It’s our second home, we are grateful that this exists, otherwise, what would of us! We feel free, without anybody looking at you; if this did not exist I don’t know, I would be a disaster... they have help me a lot and continue helping me.”

Bio-psycho-social health effects

As health research already demonstrates, working at night has health and wellbeing impacts. These impacts are also different between women and men. According to Dr. Carme Valls Llobet, who has studied women's health for many years, the night shift, the physical and mental stress, the lack of sleep quality, the lack of Vitamin D, and the alteration of melatonin increase the risk of suffering certain illnesses, for example, breast cancer.

Through body mapping, we were able to think and share the impacts night work has in our health and quality of life, not only how it influences the work we do during in the night, but also what are the effects in our bodies, both at the health level and in relation to the experiences of moving in the city at night.

In general, we associate night work with the loss of quality of life. We highlight the **effects on our physical health**: back and head ache (sometimes it is not pain, but a constant pressure), swollen legs and varicose veins, change of appetite, and increased exhaustion. We also noticed alterations of the digestive system as well as changes of body temperature during the night shift.

Most of us sleep less, and among those of us who sleep 8 hours, we realize that sleeping during the day it is not the same as sleeping at night.

“There are studies that show that we age faster than a person who works during the day. Your face expression changes rapidly. It is not the same sleeping 8 hours during the day than 8 hours during the night.”

“The night unbalances my organs, I sleep differently, it unsettles my body. The organs get revolted.”

“The night wears you out both physically and mentally, and it is not the same for a person who has been working at night for 3 years than for someone who has been doing it for 15 years. Sometimes I don't sleep for 36 hours or sleep very little in 48 hours. Today, for example, I'll make up the sleep I skipped over the weekend, because at some point I need to recover.”

“In the winter, since it dawns later, people might not make noise until 9:30 or 10:00. But now in the summer, at six in the morning the sun rises, and of course, people wake up, and you hear the shutters go up and down, people start moving, it's different. But anyway, we need to find lots of patience.”

We also discussed the **effects on the emotional and mental health**. The lack of rest and the night schedules many times affect our mood, causing us bad mood, anxiety and depression.

“My mood changes a lot, I change the sleeping schedules a lot; and at the end if you don't stop, the night becomes depressive.”

“I sleep 4-6 hours, not more. This changes my mood completely; I am not a person. I am irritable, I eat everything. Just like I'm about to do now, I arrive home and lay down, I sleep for 2 hours, it kills me. When I have to run some errands it's like that. I prefer not to sleep at all, run the errands, and go to sleep afterwards without interruptions.”

“I arrive at 4 am, I lay down an hour and a half and I wake up for my girl. I leave everything arranged at night, I wake up and wash my face and everything but after dropping her at school, I feel sleepy.”

In general, some elements are magnified when we want to sleep during the day. For example, the daytime noises of construction work, of neighbours, of postal services, the telephone. There is a greater sensitivity to light, even to agglomerations in certain spaces, for example, in public transportation.

We also highlight that the effects of rest time are different for women and men:

“A man who works at night enters his home, and the wife avoids making noises or bothering him with anything. I lived alone and the postal officer bothered me, the gas agent, the telephone; I ended up disconnecting everything.”

The sex workers add another layer to the physical and emotional health effects: how our bodies live the sexual part of our work.

“See, I don’t like it, the truth, but it is a job that helps me move forward; many times, it affects me and other times not. When I work more is when it affects me more. It’s a job, it helps me move forward, but you have to have guts.”

“Well, I prepare myself mentally, it’s another job where I gain money. I see it normal, since I need money and this serves me.”

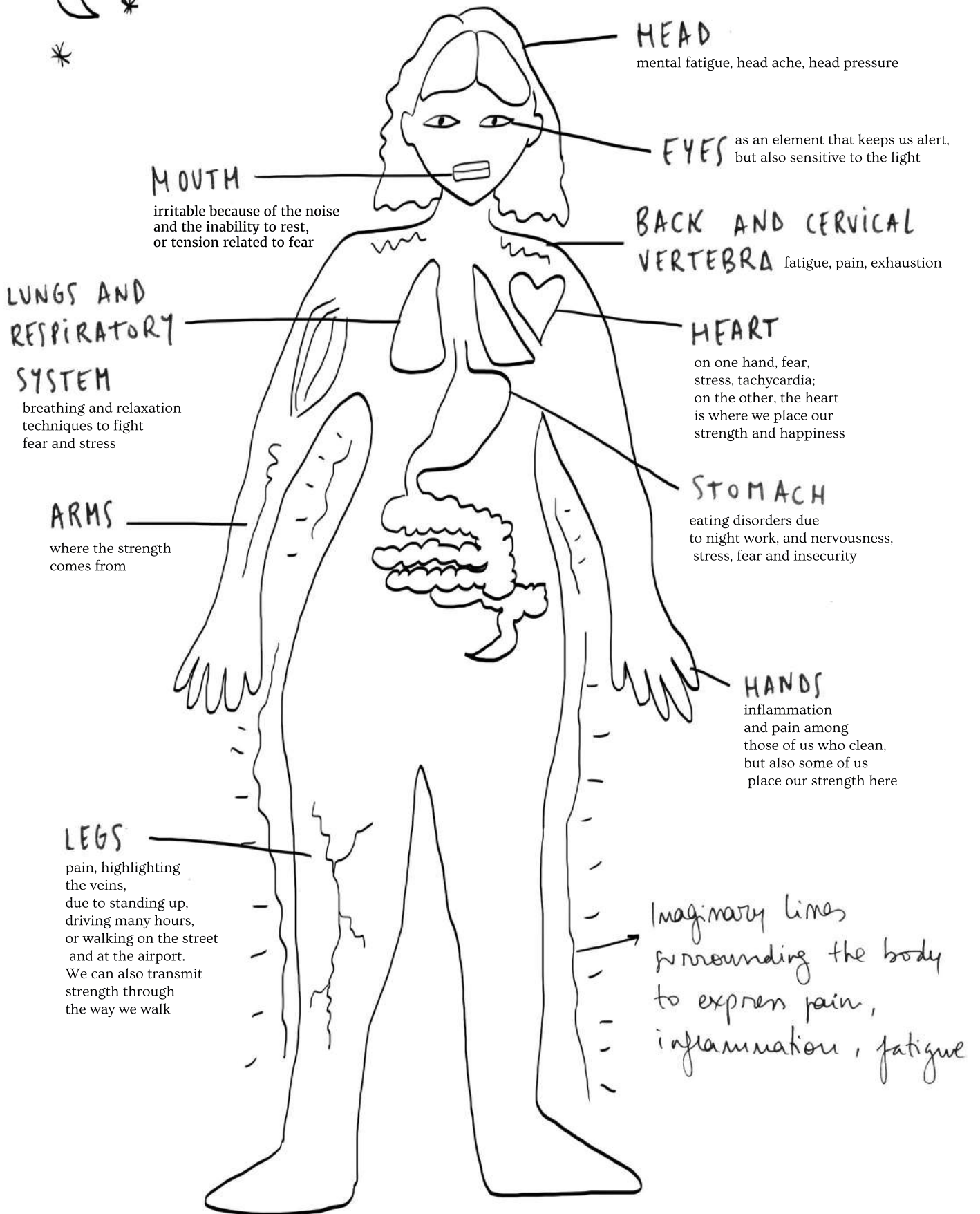
In addition to marking the physical and emotional health effects in the body map, women also marked where we feel **our strength**.

In general, the heart and head are two places where most women place their strength. Yet, fear and stress are also present on the heart as they make our hearts beat faster or make us have palpitations.

“My heart is in charge. It commands more than my head in many occasions, with my feet on the ground. But yes. Mentally I feel exhausted, very exhausted, precisely because I want to get everywhere and in fact I do many things but I forget I have a certain age.”

Below, we summarize how these effects are distributed in different parts of the body:

THE NIGHT FOR WOMEN



The body maps also allow us to explain **how the environment** where we move at night can **impact our bodies**, in occasions in response to fear:

“My eyes at night look everywhere. When I leave work and when I leave the metro I start looking everywhere because my neighbourhood is complicated. When I come across a man, my heart starts to accelerate, I close my feasts, and my legs and is not until I get home that I can say ‘uff’ and rest”

“My impression is that if you work at night, and you are a woman, the first thought you have is this sense of danger. Hence, I noticed that as a woman, all this comes from my head: the issue of submission, vulnerable gender, object of desire; and even the repressive education and the inherited limiting beliefs. I feel all this weight on my back: the threat, insecurity, distrust, it all adds weight to my backpack. This sense of alertness, I perceive the night environment threatening in general.”

Although most of us highlight the negative impacts on our health and wellbeing, there are three women who have been working at night for many years who say they don't have any problem and feel their bodies work better when working at night.

“When I work at night, I feel super good, no head ache, super active, super good. I am nocturnal. I feel super balanced and super good when I work at night”.

Gender inequalities at work

Many of us talk about how our workplace's job environment at night is better than during the day. But some of us share that one of the problems that we face in our jobs, for being women and choosing the night shift, is the sexism (machismo) of male co-workers and the labour policies that reproduce gender inequalities.

“The machismo affects me because I work at night. The problem of the night is that they don't want women, our male colleagues don't want women. All women who have worked at night end up crying and leaving the shift. In fact, I have cried too. And now, I have asked to change shifts and I am claiming issues of work and family reconciliation to be changed to the morning, and let's see what happens.”

“I have always worked at night, but I have asked for a change because of work-family reconciliation and they deny it. I sued the company three times. They don't care about work-family reconciliation at all.”

“I clean, and I spent two years driving cleaning machinery, and then they told me not to do it, that women cannot do it. In the factory where my husband works they don't want women, because they say women distract the personnel.”

In some masculinized workplaces with a high percentage of women workers, the machismo is displayed in the distribution of jobs and on the number and size of changing rooms; the latter ones being insufficient and a lot smaller for women. It is also displayed on the workwear, which is not adapted to fit women's sizes.

“This workwear is for men and the sizes are big. To those women who, like me, are short, small, and thin, the water enters everywhere; of course, by the time we finish our shift, we are soaked.”

These sexist dynamics perpetuate the imaginary and the stereotype that the night is men's territory. But all women work and fight to make this problem visible and to have better working conditions for us and other women.



Pictures of Conchi Braojos, titled "For equality"



5 RECOMMENDATIONS

Below, we propose a set of actions that have been drafted among us with the objective that public administrations, institutions, and agencies involved in urban planning, the transportation and mobility network, and the labour rights in the Barcelona Metropolitan Area region can include them in their programs and policies. The actions cover the different scales of planning: metropolitan area, municipality and neighbourhood.

Col·lectiu Punt 6, with its experience in the area of feminist urban planning, has completed some of the actions proposed.

The actions are divided in three objectives:

1 IMPROVE THE MOBILITY OF PEOPLE WHO WORK AT NIGHT IN THE BMA FROM A GENDER PERSPECTIVE

3 TO USE A GENDER PERSPECTIVE TO PROMOTE THE IMPROVEMENT OF WORKING CONDITIONS OF PEOPLE WHO WORK AT NIGHT

2 INCREASE THE SAFETY PERCEPTION OF WOMEN WHO MOVE AT NIGHT IN THE BMA

Under each objective, we describe the actions that can be implemented and identify the agents involved in enacting these actions. We also identify actions that are specific to some working zones.

OBJECTIVE 1: IMPROVE THE MOBILITY OF PEOPLE WHO WORK AT NIGHT IN THE BMA FROM A GENDER PERSPECTIVE

1.1 Review of schedules and frequency of public transportation

The schedules that connect the places of work and residence do not correspond to the needs of some groups of women who work at night, in particular those who leave work at 5 am. Also, the wait times and connections are longer on the weekends. If there is not access to public transportation or to a private vehicle, this can interfere in the decision to apply for or accept a job. Therefore, it is necessary to review the schedules and frequencies of bus lines that connect areas with high volume of night work with other parts of the BMA to expand and improve the service.

Agents involved: Metropolitan Transportation of Barcelona (TMB) and work centers

1.2 Encourage work centers (companies, hospitals, airport) to provide collective transport

Use incentives and regulations to promote companies with a high number of nightshift workers to offer a service of collective transportation that would facilitate the round-trip commute, improve the perception of safety, as well as the work and family reconciliation.

Agents involved: work centers, department of mobility of the different municipalities, unions, Department of Work of the Generalitat de Catalunya

1.3 Study the neighborhoods and areas of night work from a gender perspective to improve public transportation service

Conduct studies in the cities and municipalities with areas of night work in the BMA to document the profile of workers, their mobility needs (including location of public transportation stops, distance and walking disconnections), unsafe areas and points, isolation of industrial zones, etc., to develop policies of urban planning and mobility improvement, and to prevent unequal gender impact.

Agents involved: BMA, department of urban planning and mobility of municipalities with night work areas, TMB

1.4 Increase signage and maps with public transportation information

To improve and guarantee the access to information in the mobility and transportation network, it is necessary to review the existing signage and maps and increase, where necessary, the location of visible and well maintained maps covering the whole transportation network, including: connections, schedules, times of routes, accessible routes as well as detailed maps of the surrounding area in relation to the everyday life network.

Agents involved: Urban planning and mobility departments of the BMA municipalities

1.5 Map of the everynight network at the district and city level

With the goal to highlight the nightshift work areas while at the same time improve the everyday life of people who use the city at night, we propose to elaborate and place maps of the everynight network at the district and city level in different cities of the BMA with high night activity. This would allow night shift workers to not only locate their work areas, but also private and public facilities, accessible and safe routes, even alternative routes, as well as information about the mobility network and public transportation stops.

Agents involved: Urban planning departments of BMA municipalities.

Specific recommendations for the work area of Bellvitge Hospital

1.6 Revise routes and schedules of bus lines that connect Bellvitge Hospital with the municipalities of the Baix Llobregat county

There are bus lines that connect Bellvitge Hospital with other municipalities but the route covers so many municipalities that the commutes lengthen. It takes too long and there is not an efficient connection between areas. An example is the bus line L10 that connects El Prat with Bellvitge Hospital and with other neighborhoods of L'Hospitalet, Cornellà and Sant Joan Despí. Women who use this line have a long wait in the bus stop (20 minutes during the week and 45 minutes on weekends). This situation could be solved by increasing the lines that connect the hospital with the municipalities, and make direct or semi-direct routes.

Agents involved: TMB, Bellvitge Hospital, City of L'Hospitalet, City of Cornellà, City of Sant Joan Despí, City of Sant Feliu de Llobregat.

1.7 Create a metropolitan public transportation stop in the precinct of Bellvitge Hospital

Currently, the closest metropolitan bus stop to the hospital is outside its precinct, at the Mare de Déu de Montserrat Avenue, in front of the MediaMarkt shopping mall. We propose to create a new metropolitan bus stop within the precinct of the hospital, close to the Emergency entrance, since this would facilitate the mobility of hospital users and workers.

Agents involved: TMB, City of L'Hospitalet, Bellvitge Hospital

1.8 Start a shuttle service from the surrounding neighborhoods to the hospital

Currently there is no shuttle that connects the neighborhoods with the hospital, and this can limit the access to health services of elder people or people with mobility problems. Thus, we propose to create a shuttle service to improve the accessibility.

Agents involved: TMB, City of L'Hospitalet, Bellvitge Hospital

1.9 Improve signage and information of shuttles between Bellvitge Hospital and the Oncological Hospital and the rehabilitation center

There are buses that connect the hospital area of both sides of Gran via (highway), but both signage and information of schedules are not clear; therefore, it should be improved. Also, the bus that connects both sides of Gran Via does not circulate between 9 pm and 8 am. It responds to the schedule of the funeral home, but not to the schedules of the Oncological Hospital and the socio-health center. Thus, the increase of hours of operation would also improve the mobility of users and workers in this area.

Agents involved: Bellvitge Hospital, ICO (Oncological hospital), Centro Sociosanitario (Socio-health center), City of L'Hospitalet

1.10 Create a taxi stand in the Emergency entrance

Following the opening of the new Emergency area at the hospital that currently has its entrance on the North side by the Residencia street, the taxi stand did not adjust its location. The stand continues in the South entrance, in the main entrance of the hospital, but taxis are rarely there. Many times, people have to go to the Hotel Hesperia, outside the hospital precinct, to find a taxi in the Av. Mare de Déu de Bellvitge close to the Gran Via highway. This hinders mobility, particularly for people with health problems that need a taxi next to the Emergency room. Therefore, we propose to create a new taxi stand located near the Emergency entrance, not only to offer its taxi services, but also to contribute to the perception of safety at night. The taxi stand would increase the presence of people and “eyes on the street”.

Agents involved: Bellvitge Hospital, City of L'Hospitalet, Taxi trade union of L'Hospitalet

1.11 Adjust the parking of the Residencia street for users of the hospital

Currently, there is a fenced ground parking next to the Petanque Club of Bellvitge that could be adapted for the use of hospital users. The use of this space at different times of the day would also help animate the street, improve the lighting of the area, and reduce the perception of fear that it currently transmits.

Agents involved: City of L'Hospitalet

OBJECTIVE 2:

INCREASE
THE SAFETY
PERCEPTION
OF WOMEN WHO
MOVE AT NIGHT
IN THE BMA

2.1 Develop of urban safety audits from a gender perspective

Urban Safety Audits from a gender perspective are a tool of urban assessment based on a holistic analysis of the social, physical and functional aspects that condition safety perceptions in the space. It entails to collaborate between urban planners, women's organizations, other civil society organizations, and people with local knowledge, with the support of the team facilitating the audit. The audit uses participatory methods and tools to obtain information about how safety impacts people's everyday life. The development of these audits in the cities of the BMA would be key to identifying the physical, social and economic factors that affect women's safety and improve the built environment of the different cities of the BMA to make them safer. That is, with proper signage, visibility, equipment, surveillance, vitality and community life.

Agents involved: Urban planning, equity and participation departments of BMA municipalities and women's groups and organizations.

2.2 Include the rehabilitation of single use zoning in urban planning policies

The design of single use zoning does not respond to people's everyday life and in particular to women, especially those who work at night. Thus, it is necessary to modify the multi-level urban planning policies in relation to the design of industrial parks and other single use areas, in order to integrate mixed-uses. We must avoid reproducing "islands" and isolated zones that entail huge deficits in terms of mobility, quality of public spaces, safety perception, access to services, etc.

Agents involved: Urban planning departments of BMA municipalities, BMA, Department of Territorial Policies of the Generalitat de Catalunya.

⁶ For more information about urban safety audits from a gender perspective: Col·lectiu Punt 6. Entorns Habitables. Auditoria urbana con perspectiva de género en la vivienda y su entorno. Ed. Col·lectiu Punt 6. https://issuu.com/punt6/docs/entornos_habitables_cast_final

2.3 Launch an awareness campaigns focused on sexual harassment in the mobility and transportation network

The sexual harassment that women experience while they move by public transportation or walking is one of the factors that conditions and limits their mobility at night. To raise social awareness about this problem, we propose to launch a campaign in the public transportation (interior of metro, bus, train, FGC, trolley, as well as transportation stops), including also information about the services available for women in the BMA.

Agents involved: TMB, equity departments of BMA municipalities

2.4 Increase the perception of safety in the public transportation infrastructure (metro, train and bus)

On weekends, the perception of fear increases in public transportation due to the increase of nightlife, drunk people, etc. We propose to find strategies to increase the perception of safety in public transportation at night, for example, with more TMB staff in metro stations, extending hours of operation of stores located in the metro and train stations (coffee shops, newsstands). We also propose adapting bus stops to make them safer, well lit, see through; equipped with an emergency phone; and with clear information of schedules, routes and frequencies of busses.

Agents involved: TMB

2.5 Ensure continuous pedestrian lighting is distributed homogeneously and without obstructions

BMA municipalities could improve their lighting on sidewalks and intersections, as well as on the areas with distinct walking routes. Elements that block the streetlights (vegetation, advertisement, ornamentation) should be avoided from public spaces as well as from the entrances of residential buildings and work areas. Continuous street lighting should be installed on main pedestrian paths that connect working areas with public transportation and surrounding neighbourhoods. The operation and maintenance of street lighting should be guaranteed at all times, but particularly at nighttime.

Agents involved: urban planning department of BMA municipalities

2.6 Improve or eliminate spaces with sharp corners, hidden areas, poor visibility or abandoned lots

These places could be improved through the creation of other activities or features in the surrounding areas. For example, improving the lighting and the lines of vision, or installing mirrors in the corners. Also, avoiding set backs in the entrances of residential, office and facilities buildings where people could hide and commit assaults. Lastly, when designing new spaces, it is recommended to allow for open spaces without sharp corners or blind walls and to mitigate the emergence of abandon lots.

Agents involved: urban planning department of BMA municipalities

2.7 Adapt or change the urban furniture, vegetation and other elements that block the lines of vision

Review the installation and maintenance of urban furniture, vegetation, ornamentation, signage, and advertisement elements to ensure that they do not block the vision of pedestrians so they can be seen from vehicles. For example, large recycling containers, fences, bushes or other elements with a height superior to one meter should be avoided as they divide public spaces in sections and obstruct partial or total visibility.

Agents involved: urban planning department of BMA municipalities

2.8 Increase the care, cleaning and maintenance of public spaces

The lack of maintenance of public spaces conditions the perception of safety. These spaces transmit a sense of abandonment, are not often used, and hinder the vitality of the area. The same is true for private empty lots. Therefore, it is necessary to increase the maintenance of these spaces to increase the diversity of uses and activities at different times of the day and night.

Agents involved: urban planning department of BMA municipalities

2.9 Increase women's participation in the co-construction of urban planning, mobility and safety policies

This current project demonstrates that women's knowledge about the built environment is essential to identifying the needs, barriers and opportunities of a neighborhood or municipality. Therefore, women's access to participation should be guaranteed in the different phases of urban planning in order to include the knowledge of everyday life, domestic and care work. In this respect, activities and meetings should be planned at times that facilitate women's participation, and in accessible and well connected places. Also, these activities should include childcare or allow caretakers to attend.

Agents involved: urban planning, equity, security and participation departments of BMA municipalities

Specific recommendations for the work area of Bellvitge Hospital

2.10 Improve the signage, lighting, and pedestrian mobility within the precinct of Bellvitge Hospital

There are several points in the precinct that connect areas and buildings with insufficient lighting, with corner, and hidden areas. The lack of signage also hinders people's orientation and movement within the precinct. Therefore, improving the signage and adjusting the intermediate spaces of the precinct would improve the perception of safety at night, as well as the mobility and orientation during the day and night time.

Agents involved: Bellvitge Hospital and ICS (Catalan Institute of Health)

2.11 Improve or eliminate spaces with poor visibility, abandoned spaces, hidden areas, or underground passages

In the area of Bellvitge Hospital there are spaces and infrastructures that provoke a high perception of fear and where sexual assaults and robberies have happened. It is urgent to eliminate the areas that are dark, hidden, have corners, and are perceived as unsafe, both on the Residencia street and on the ground parking lots of the

hospital. It is also urgent to search for a safe and accessible alternative to the underground passage that crosses the Gran Via highway. This passage is perceived unsafe day and night. It is essential to find an alternative route that is accessible, visible and safe for people who have to cross the highway on a daily basis to go to Bellvitge Hospital, the Oncological hospital or the Socio-health center.

Agents involved: Ajuntament de L'Hospitalet, Hospital de Bellvitge, ICS

Specific recommendations for the work area of Raval and Camp Nou in Barcelona

2.12 Improve lighting in specific areas

The area of Drassanes and the Maritime Museum in Barcelona has deficient lighting at night due to the lack of maintenance of trees that obstruct the light. This is an area with high foot traffick during the day because it connects the city with the cruises' port. Yet, at night, while there is motorized traffic, few people are walking. Improving the visibility of this area through better illumination and the maintenance of trees and vegetation would help increase the perception of safety of workers that move around this area.

Agents involved: Urban Planning, Mobility and Ecology Department of the City of Barcelona

2.13 Ensure accesebility, safety, and maintainance of public toilets

Install public toilets in different areas of the city, and ensure they are accessible, safe, and maintained. It is important to guarantee access at any time of the day and night to make them a support for those women who work at night in the public space.

Agents involved: Urban Planning, Mobility and Ecology Department of the City of Barcelona

2.14 Examine the role of the Local Police in relation to sex workers

Depending of the police's intervention, the role of the Local Police of Barcelona currently provokes contradictory feelings among sex workers. We propose to organize a workshop with the police, the organizations that offer services to sex workers, and sex workers, with the goal to discuss the role of the Police in the safety of sex workers, and to avoid situations of criminalization and persecution of sex workers.

Agents involved: Local Police, Department of Security and Prevention of the City of Barcelona, organizations that support sex workers, and sex workers

2.15 Provide support for existing sex workers services and for the creation of a new night center

The organizations that deliver services to sex workers, for example, Fundació Àmbit Prevenció through the program Àmbit Dona (Woman Scope), are highly valued by sex workers. The sex workers consider that these programs should continue receiving support from the public administration to guarantee they continue providing services. Also, they would like the services to be expanded with the creation of a night center in the Raval area to provide support, toilets, resting spaces, food, and overall help to night sex workers.

OBJECTIVE 3:

TO USE A GENDER PERSPECTIVE TO PROMOTE THE IMPROVEMENT OF WORKING CONDITIONS OF PEOPLE WHO WORK AT NIGHT

3.1 Increase of night staff in particular sectors of work

In particular sectors of work, such as elder senior homes, cleaning services, or police, the staff decreases at night due to the notion that there is less work then. This entails work insecurity and overload for those who work at night, as often times there are accidents and facilities are understaffed. We propose to highlight and reclaim the needs of particular sectors to ensure that staff needs are covered under labour agreements.

Agents involved: unions, employers, work centers, Department of Labor of the Generalitat de Catalunya

3.2 Use a gender perspective in labor agreements and contracts to respond to the everyday needs of nightshift workers

Most labor agreements and contracts address the nightshift in economic terms, a higher pay for working at night. But there is a lack of awareness on how the nightshift impacts the everyday life, health, work, and family reconciliation. Therefore, we propose to review labor agreements and contracts that respond to everyday life needs, adapting the rights that day workers have to the reality of nightshift workers. For example, it needs to review vacations and leaves of absence for health reasons, family illness, lactation, as well as maternity and paternity leaves. Also, the number of annual working hours could be reviewed, reducing it to 1.700 hours per year.

Agents involved: unions employers, work centers, Department of Labor of the Generalitat de Catalunya

3.3 Review night shifts to be compatible with public transportation schedules

An option to reduce the impact of night mobility on women nightshift workers is to review night work schedules. For example, in the health sector, cleaning workers usually work from 10 pm to 5 am. Also there is a shift in the Emergency room of Bellvitge Hospital that finishes at 2 am. It would be positive to review and modify some work shifts from 11 pm to 6 am, as well as to dispute some shifts that finish in the middle of the night and demand to have a private vehicle. In sum, reviewing the work shifts to match them with public transportation schedules, and avoid that the lack of transportation that conditions access to a job.

Agents involved: work centers, unions and Department of Labor of the Generalitat de Catalunya

3.4 Leverage nursing and medicine conferences to raise awareness about gender inequalities in nightshift jobs

Organize panels in health conferences to raise awareness not only about the different impacts of night work in the health of women and men, but also about the inequalities in other aspects of everyday life: mobility, safety, work and family reconciliation, social relations, etc.

Agents involved: Health sector conferences

3.5 Foster social co-responsibility of reproductive work

Create and promote campaigns to foster co-responsibility (collective as opposed to individual responsibility) in the development of reproductive and care work. These campaigns can be accompanied by reviewing the working hours of facilities and public services in order to allow for the reconciliation of the different spheres of life for people who work day or night.

Agents involved: equity departments of BMA municipalities

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