



**FLONE
INITIATIVE**

Creating a Safe and Professional Transport
Industry For You and Your Loved Ones

GENDER INCLUSION CONSIDERATIONS IN CYCLING - RESOURCE MATERIAL

With Support from



EIA FOUNDATION





This resource guide was prepared by:

Flone Initiative, a charitable women-led Pan-African organization working to create safe, sustainable, and accessible public transport spaces for women and vulnerable groups in Africa by influencing behavioral change, generating knowledge, and building movement.



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With the generous support of:

FIA Foundation, an independent UK-registered charity that works closely with grant partners to shape projects and advocate to secure a change in policy and practice. Our Foundation's objective is safe and healthy journeys for all. Through partners with global reach, we are supporting safer vehicles and highways, clean air and electric cars and greater mobility access and inclusivity.



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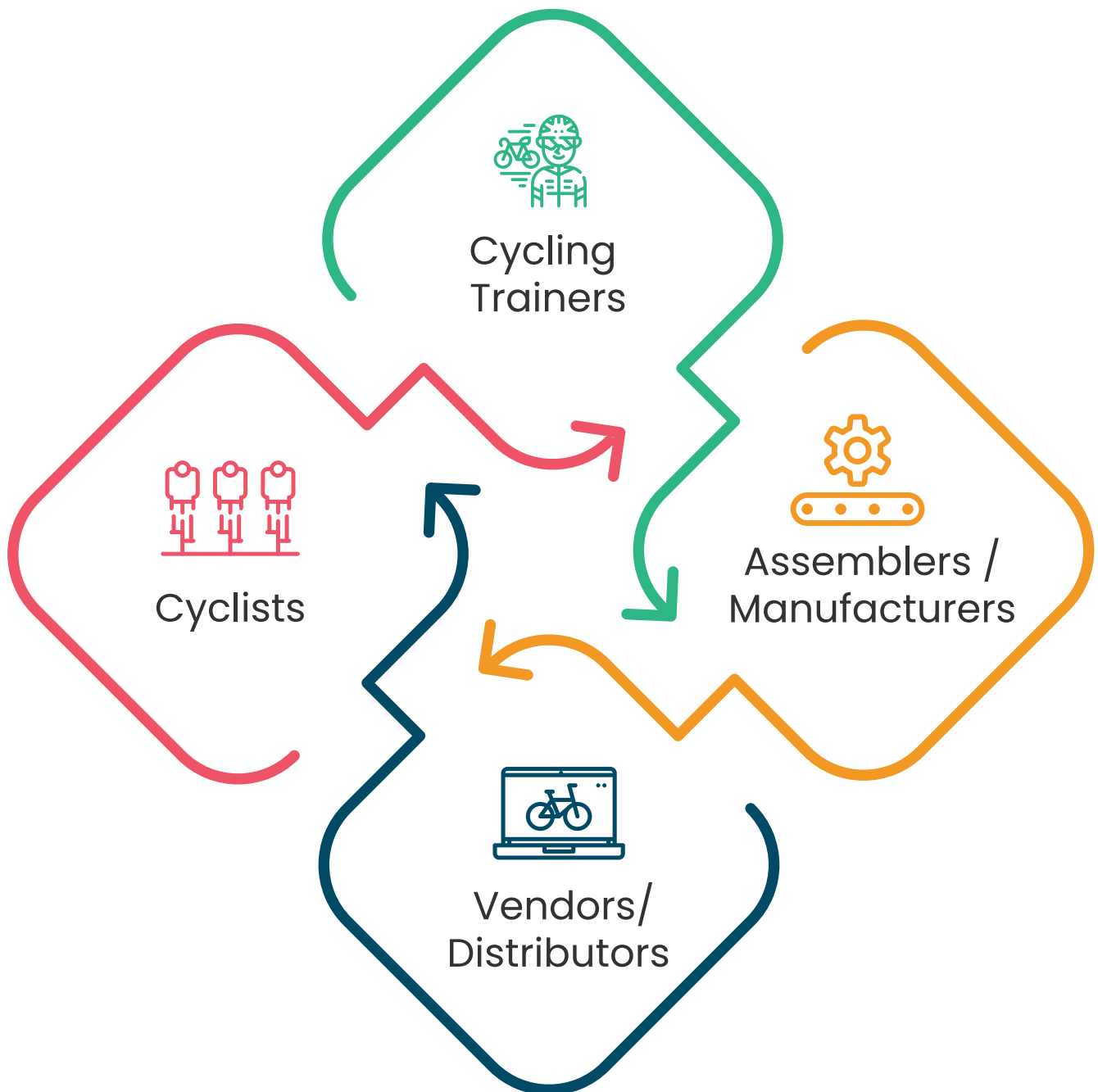


GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



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THE TARGET





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



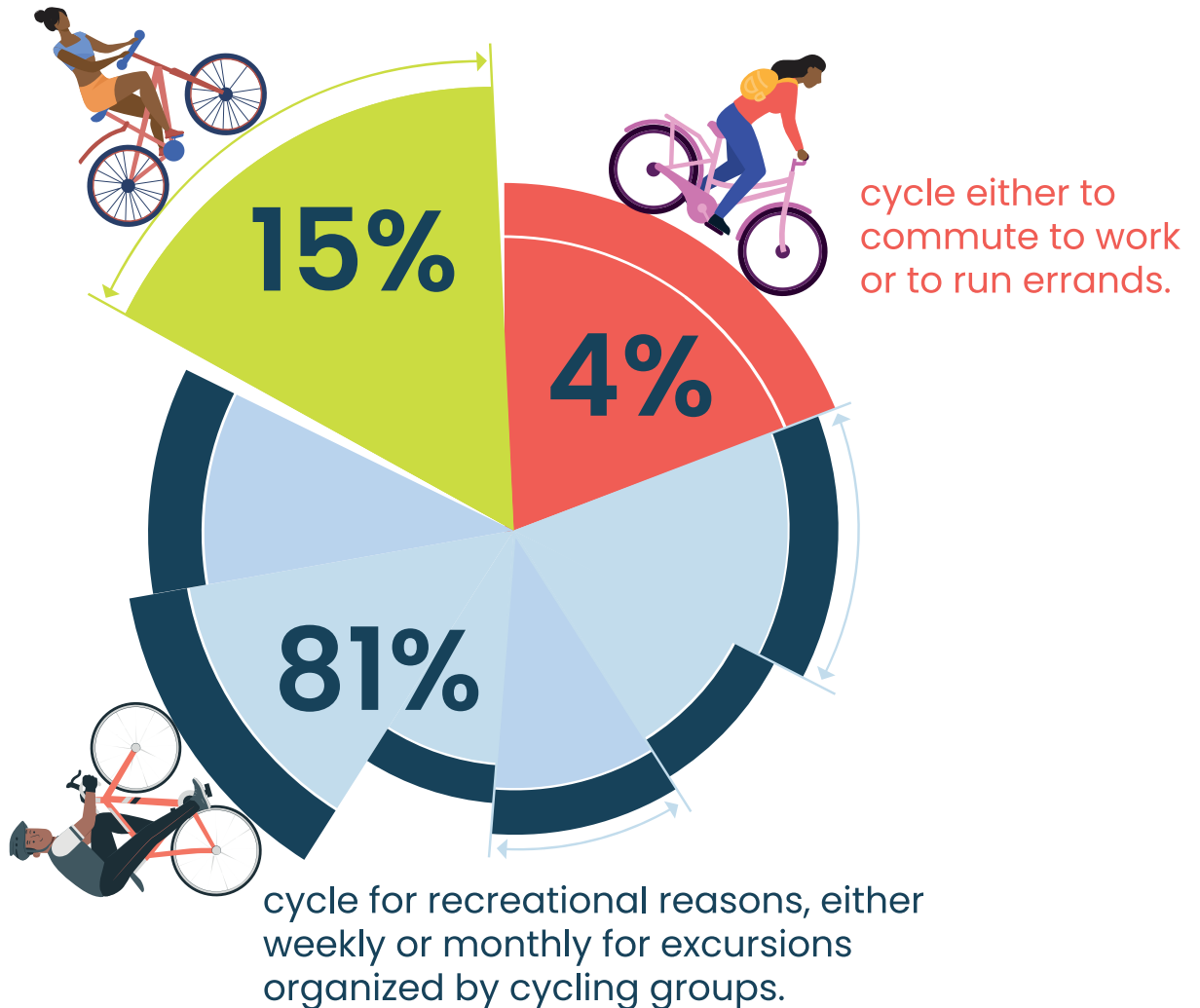
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BACKGROUND OF THE RESOURCE

In 2022, Flone Initiative conducted research on
“**Breaking Barriers: Promoting Cycling Among Women in
Nairobi City County**”.

This research indicates that female cyclists:

cycle for both recreational
and utility purposes



This resource seeks to demystify women’s cycling needs and provide guidance to stakeholders while developing interventions to address them.

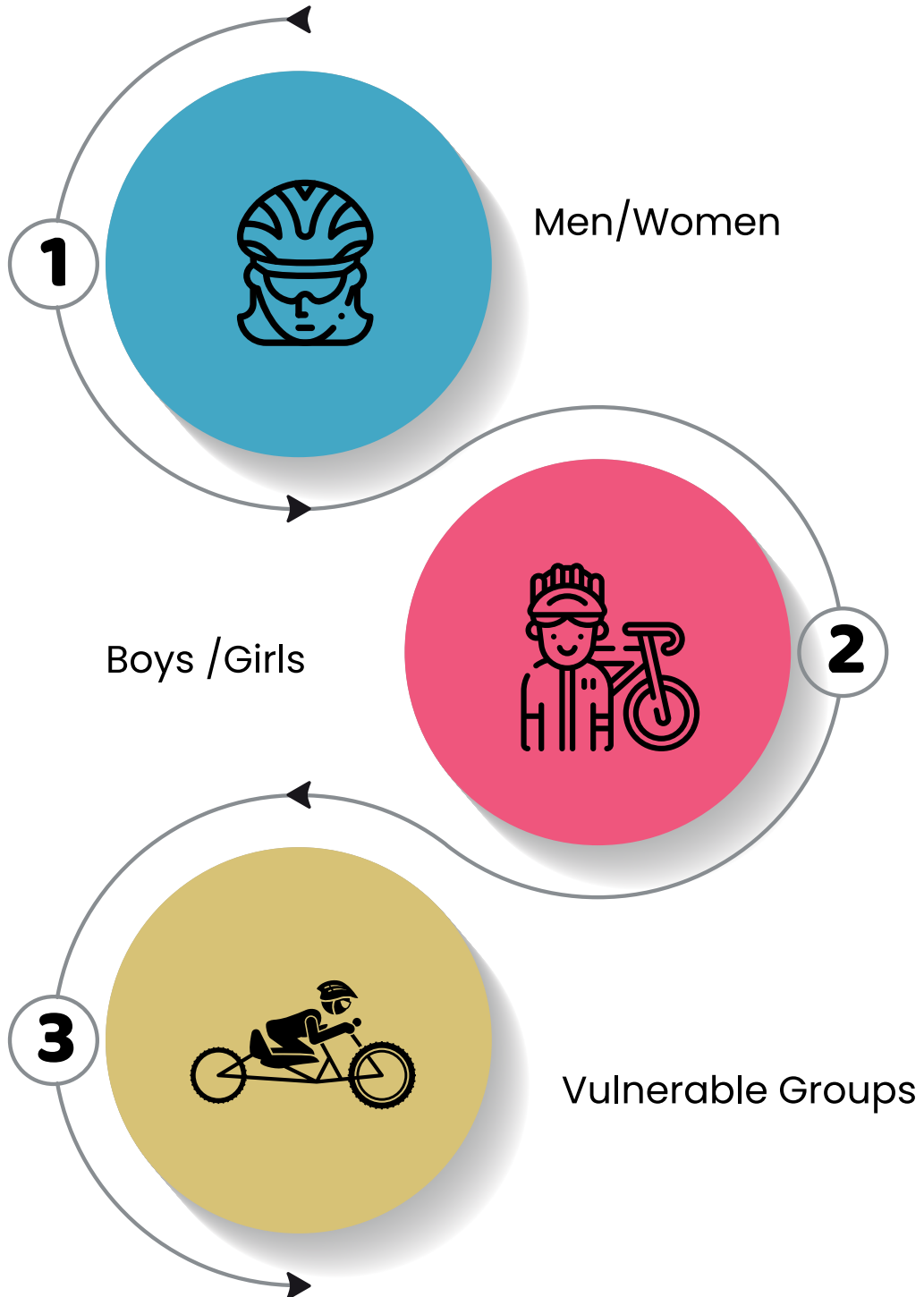


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TRAFFIC RULES APPLY TO





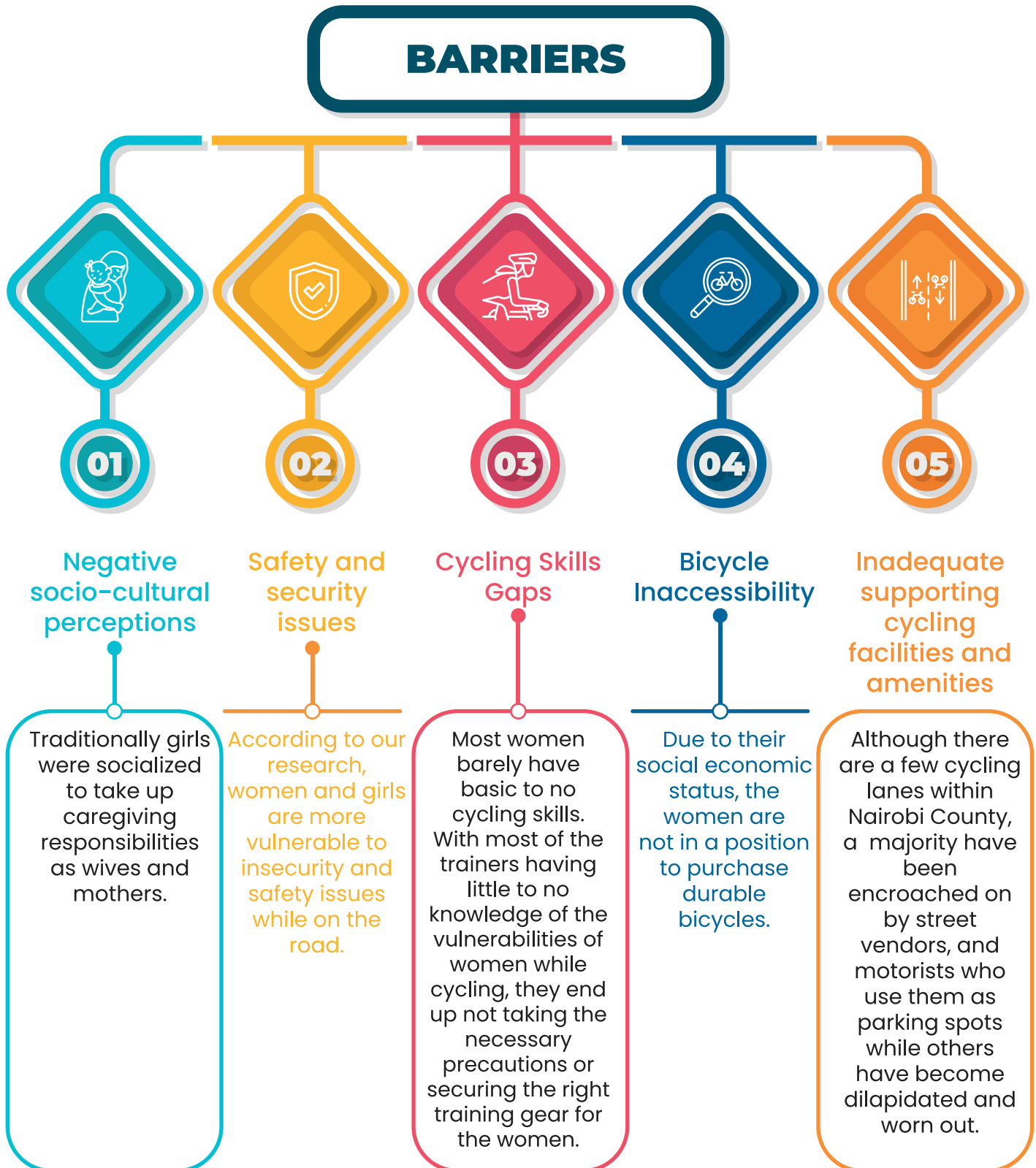
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BARRIERS TO CYCLING AMONG WOMEN

BARRIERS





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



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UNDERSTANDING THE CYCLING NEEDS OF WOMEN (1/0)

THE NEED

PRIORITY INTERVENTIONS



Women & caregiving responsibilities

Inadequate supporting cycling facilities and amenities



Cycling among pregnant women serves as a good form of exercise (Leah Keller) . However, women need to check with the doctor on whether to continue cycling while pregnant or not. Women carrying high-risk pregnancies should at all costs refrain from cycling. However, if the doctor approves, then the female cyclist can keep cycling.

Women who do not know how to cycle should not get into it during pregnancy, it should begin before the pregnancy.

Main risk of cycling while pregnant is falling off the bicycle. The best precaution to take is to reduce the risk of falling. Women should be enlightened about this during their training period. If a woman is pregnant and an active cyclist then the following measures should be put into consideration:

1. The cycling terrain should be flat.
2. The cyclist should be well-experienced.
3. The cycling route should have minimal traffic to minimize obstruction and emergency braking.
4. Stop cycling when one feels they are losing balance as a result of the pregnancy.
5. Cycle at low speed to minimize the impact of the crashes if they occur. In the case of a crash, the impact will be minimal.
6. While pregnant Invest in a stationary bike as compared to a mountain or road bike.
7. Low-slung frame making it easy to mount and dismount especially for pregnant and plus-size women. Women will not struggle to mount especially while in some mode of dressing like skirts and dresses.

Women accompanied by children



Most women with caregiving responsibilities refrain from cycling due to the lack of bicycles that accommodate their children. Women who consider cycling with their children should consider the following:

1. The rear rack should be strong enough to mount a child's bike seat.
2. Invest in bicycles designed with baby seats / Bicycles designed with baby seats
3. The rear rack should be strong and long enough to accommodate a baby stroller where applicable or a pannier
4. In case of a dependent being carried on the bicycle, then the child should have a helmet
5. The baby strollers should be highly fixed with luminescent and easily discernible material. Recommended color is yellow.
6. The public amenities like washrooms should have baby changing stations to accommodate mothers and caregivers





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



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UNDERSTANDING THE CYCLING NEEDS OF WOMEN (2/0)

THE NEED

PRIORITY INTERVENTIONS



Women Travel Patterns

Women & luggage



Women's triple roles often leave them spending the extra money to save time, remain efficient and productive. However, with utility cycling, some of these costs could be cushioned. Bicycle manufacturers and vendors should factor in these specific needs. While learning to cycle or purchase a bicycle, women who ran family errands should be advised to factor in the following:

1. Consider buying a bicycle with a front or back cargo basket to accommodate their luggage. However, due to the safety of their luggage, a large front basket is recommended for easier monitoring. A lockable pannier should be fitted at the back.
2. A two-legged kickstand is recommended to increase stability when the bicycle is loaded.
3. The bicycle frame should be lower to ease the mounting and dismounting when the bicycle is loaded.
4. Some bicycles miss the rear rack however this should be well fixed to create more space to fix the panniers, child carriers, or big baskets. The pannier should be strong and long enough to accommodate extra luggage.
5. For bike stability the women should be advised to maintain the 2M load height.



Safety Issues

Women & Helmets



Most African women choose not to wear helmets due to their unaccommodating designs to their diverse hairstyles. Bicycle vendors and manufacturers should:

1. Design helmets that are adjustable to accommodate different hairstyles worn by women. This will improve the uptake of helmet-wearing among female cyclists.
2. Kids' helmets should be made readily available.
3. The helmets should be easy to clean.
4. Create awareness on the quality of helmets.

Women-Friendly Sanitation Facilities,

Women & Prevalence to Robberies

Bicycle Parking Racks



Women often cycle in groups due to fear of being mugged and their bikes stolen.

1. Women should be advised to install bike trackers to enable them to trace their bikes if stolen.

All road corridors and public buildings should have clean, accessible and affordable sanitation facilities to allow women to freshen up after taking rides. This will encourage working women to take up cycling as their mode of daily commute.

Due to the lack of parking amenities, women would avoid cycling due to the fear of getting their bikes stolen or having to spend extra money to cater for manned security. City governments should provide bike parking facilities which are safe, accessible and affordable.





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



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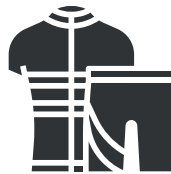
UNDERSTANDING THE CYCLING NEEDS OF WOMEN (3/0)

THE NEED

PRIORITY INTERVENTIONS

Women and Cycling Business

Women as Providers of Courier & Freight Services



Women should be encouraged to invest in the cycling business as service providers. This will attract a majority of them into cycling for income.



Prevalence to SGBV

Understanding SGBV



According to research women shy away from cycling due to their vulnerability to sexual and gender-based violence (SGBV) compared to their male counterparts.

All trainers should ensure that women have a clear understanding of SGBV before they complete their training. They should be enlightened on the common forms of harassment, where to get help and bystander interventions.

According to **Kenya's Sexual Offenses Act No.3 of 2006**, sexual harassment is defined as the abuse of an authority's power and/or position to carry out physical, verbal, and non-verbal conduct that is knowingly unwelcome and offensive to the recipient. It includes behaviors and practices of sexual nature that make advances, propositions, or pressure directed to an individual or a group of people in the form of sexual advance(s), request(s) for sexual favors, and verbal or physical conduct of sexual nature based on sex or gender. Sexual harassment is also considered a form of gender-based violence.

NB: Behavior based on mutual attraction, friendship, and respect is not sexual harassment.

Active Bystander Interventions



Most of the perpetrators of harassment against female cyclists are male operators and armed gangs who kidnap, sexually assault and rob the women off their bikes. Women should be capacitated with the skills to prevent harassment from happening, respond to harassment when it happens, and protect themselves or others from further harm. Some of the interventions for the women would include the application of the 4Ds:

- 1. Direct Action 2. Distract Tactic 3. Delegate Tactic 4. Delay Tactic**

The trainers should emphasize the application of the ABC approach (assessing the situation, Being in a group, Caring for the victim/survivor)

- Research the security status of the area the women ride along
- When one is a victim ride to safety if possible (where there are more pedestrians /more people/police)
- Learn basic self-protection skills
- Always ride in groups/with a company, especially along deserted routes and hotspots
- Raise an alarm whenever you spot a suspicious person/s
- Always carry safety equipment like safety pins





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



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UNDERSTANDING THE CYCLING NEEDS OF WOMEN (4/0)

THE NEED

PRIORITY INTERVENTIONS



Prevalence
to SGBV

Common
forms of SGBV
among women
in cycling



Normalization of violence and harassment against women are highly normalized in society. As a result, most incidents end up unnoticed or unreported. As a result, there is a ripple effect on women who take up cycling. Some of these forms of harassment are classified as follows but not limited to:

1. Verbal and nonverbal behaviors range from lewd (vulgar) remarks, catcalls, whistling, obscene gestures, and misogynistic jokes.
2. Unwelcome physical contact: touching, groping, and the obstruction of a person's way.
3. Sexually oriented comments or gestures, including staring or leering acts.
4. Showing or displaying obscene or offensive images or texts.
5. Nonconsensual taking of photos of men or women, e.g., so-called 'upskirting' or taking pictures of women's underwear or genitals, often without their knowledge and consent.
6. Economic harm including bribery or promises extended to the survivor in exchange for sexual favors.
7. Severe forms of harassment such as rape and sexual assault.
8. Actions of groping or manspreading like touching and invading individuals' personal spaces without their consent while in public spaces.
9. The use of intimidation to manipulate individuals to offer or engage in non-consensual sexual relations in public spaces.
10. All physical abuse carried out to cause intentional harm or trauma to another person through bodily contact while making unwelcome sexual advances in public spaces.
11. All sexual abuse including sexual advances towards and engagement in sexual activities with individuals without their consent.
12. Unwelcome/obsessive surveillance of someone with the aim of documenting sexual advances while in public spaces.
13. Facial expressions that are sexual or suggestively indicate unwelcome sexual actions.
14. Use of unwelcomed phrases that are of a sexual nature towards other cyclists.
15. Forceful ejection (throwing out) of cyclists from moving bicycles
16. Demand for sexual favors in exchange for employment in the cycling sector
17. Workplace discrimination and service denial on the basis of gender will be regarded as a form of GBV.





GENDER INCLUSION CONSIDERATIONS IN CYCLING RESOURCE



FIA FOUNDATION

UNDERSTANDING THE CYCLING NEEDS OF WOMEN (5/0)

THE NEED

PRIORITY INTERVENTIONS



Prevalence
to SGBV

Report/Get
help



1. Utilize the national hotlines and call for help at
 - a. National SGBV Hotline:1195,
 - b. St John Ambulance,
 - c. The Red Cross,
 - d. The police(999)
2. Seek psychosocial and legal redress
3. Join a cycling support group



Gender
Inclusive
Training in
Cycling

Key Pointers



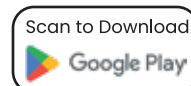
1. Utilize women-preferred bicycles during training
2. Have a mixed array of trainers, some women prefer female trainers while others prefer male trainers. Provide an option to make a choice.
3. Understand the cultural norms and beliefs of the target trainee/s
4. Training timings; schedule the training during "off-peak hours" when women have little to no triple work pending. For example when the children are in school or after they have picked up the children from school or when they have completed all the household responsibilities or office work.
5. Understanding the vulnerabilities of women and structuring the training to accommodate them, for example, a woman with menstrual cramps should be given the option to attend supplementary training.
6. Enroll the women into a mentorship program for sustainability and consistency
7. Lobby for the adoption of women-friendly soft and physical cycling infrastructure by local and national governments.
8. Strengthen the capacity of women to serve as community TOTs in cycling
9. Participate in community outreaches to demystify gender stereotypes, beliefs, and norms toward women in cycling

References:

1. Machakos County Government; Flone Initiative Trust & Heinrich Boll Stiftung Foundation, August 2022Machakos County Public Transport Sexual & Gender-Based Violence Policy
2. Flone Initiative & FIA Foundation; BREAKING BARRIERS: 2023 Promoting Cycling Among Women In Nairobi Report
3. <https://www.verywellfamily.com/bike-riding-while-pregnant-is-it-safe-5181646#citation-1>
4. <https://every-mother.com/>

Get Help

Download the
reportItstopit App



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