

[illegible]

2	Algeria	20	Ethiopia	38	Niger
3	Angola	21	Gabon	39	Nigeria
4	Benin	22	Gambia	40	Republic of the Congo
5	Botswana	23	Ghana	41	Rwanda
6	Burkina Faso	24	Guinea	42	Sao Tome and Principe
7	Burundi	25	Guinea-Bissau	43	Senegal
8	Cabo Verde	26	Kenya	44	Seychelles
9	Cameroon	27	Lesotho	45	Sierra Leone
10	Central African Republic	28	Liberia	46	Somalia
11	Chad	29	Libya	47	South Africa
12	Comoros	30	Madagascar	48	South Sudan
13	Côte d'Ivoire	31	Malawi	49	Sudan
14	Democratic Republic of the Congo	32	Mali	50	Tanzania
15	Djibouti	33	Mauritania	51	Togo
16	Egypt	34	Mauritius	52	Tunisia
17	Equatorial Guinea	35	Morocco	53	Uganda
18	Eritrea	36	Mozambique	54	Zambia
19	Eswatini	37	Namibia	55	Zimbabwe

# Algeria

Population: 43 091 000

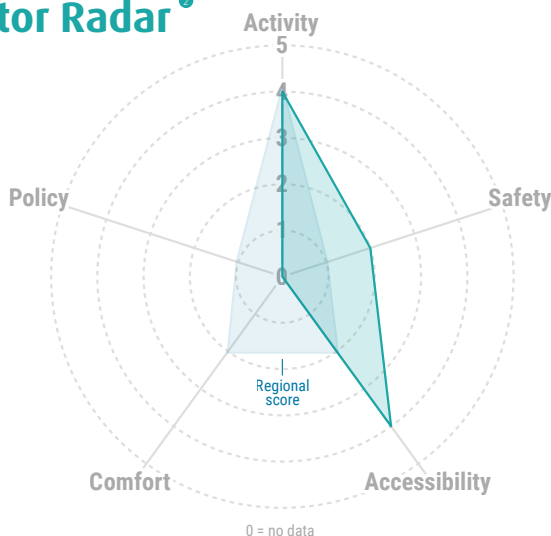
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: n.a.



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



### Cycling

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Safety



Estimated total road deaths per year



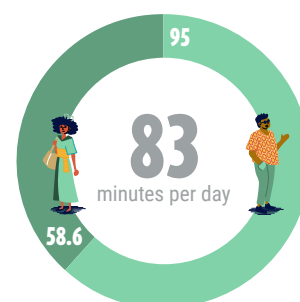
Estimated injuries per year

Total Deaths	100%	11 051
Pedestrians	29%	3154
Cyclists	1%	95

Total Injuries	100%	926 741
Pedestrians	29%	271 479
Cyclists	19%	176 773

## Activity/Demand

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Accessibility

Accessibility to Public Transport within at least 500 meters



Batna	45.08
Blida	41.07
Annaba	15.38
Chlef	26.64
Algiers	47.99
Djelfa	25.06
Khemis Miliana	43.24
El Khroub	34.07
Oran	45
Mila	52.41
M'Sila	50.92
Tolga	45.29
Tamanrasset	32.23
Tebessa	15.32
Tiaret	38.42

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> The WHO STEPwise demand/activity data was collected in 2003.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GiZ and the SLOCAT Partnership.

# Angola

Population: 32 899 000

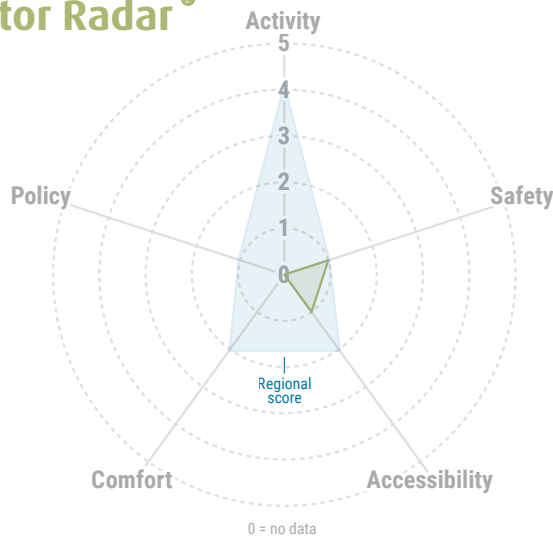
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



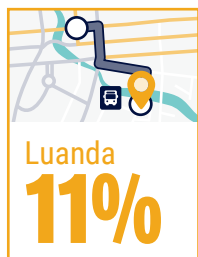
Estimated injuries per year

Total Deaths	100%	9 252	●
Pedestrians	39%	3 569	●
Cyclists	1%	104	●

Total Injuries	100%	525 266	●
Pedestrians	37%	193 048	●
Cyclists	19%	102 240	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Luanda 10.67

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

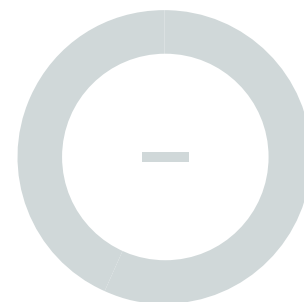
KM of network 3\* or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Benin

Population: 12 467 000

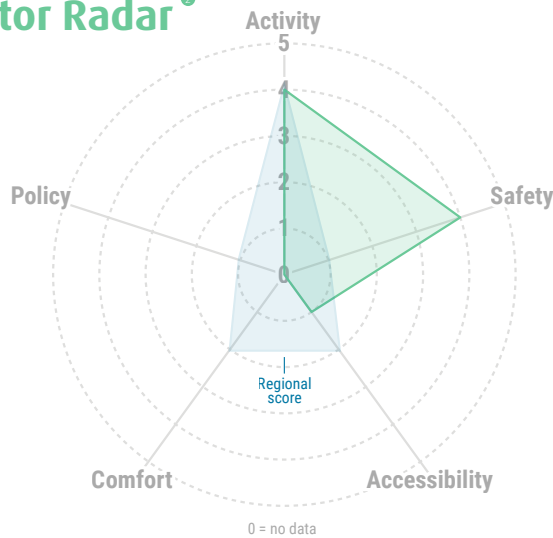
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



### Cycling

KM of network evaluated IRAP

KM of network 3★ or above IRAP

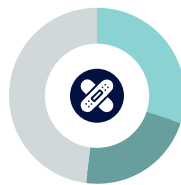
no data available

no data available

## Safety



Estimated total road deaths per year



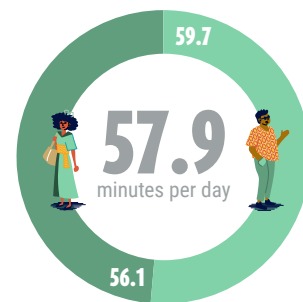
Estimated injuries per year

Total Deaths	100%	1 937
Pedestrians	32%	618
Cyclists	4%	83

Total Injuries	100%	284 643
Pedestrians	30%	85 853
Cyclists	22%	62 432

## Activity/Demand

Average of transport related physical activity per day

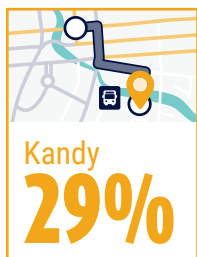


African Average 55.9%

Global Average 49.3%

## Accessibility

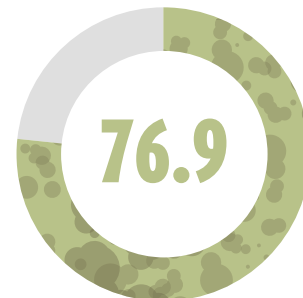
Accessibility to Public Transport within at least 500 meters



Kandy	28.94
Djouougou	24.5
Parakou	11.22
Natitingou	25.19

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2015.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.



# Botswana

Population: 2 524 000

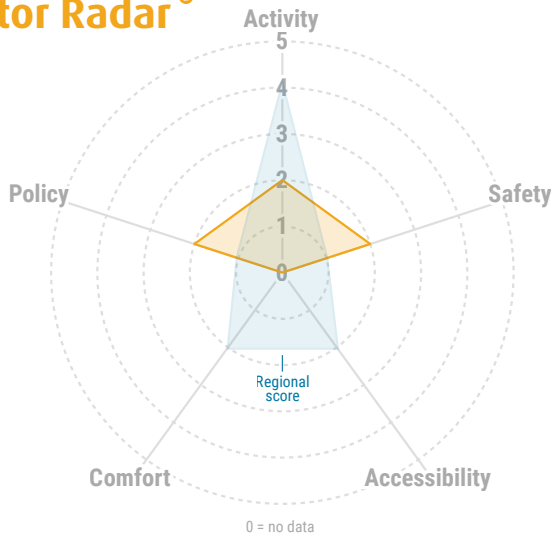
Walking and Cycling Policy: weak

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year

Total Deaths	100%	573	
Pedestrians	36%	207	
Cyclists	2%	9	

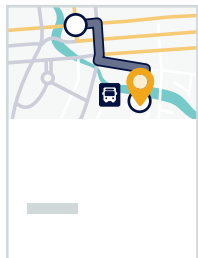


Estimated injuries per year

Total Injuries	100%	49 306	
Pedestrians	41%	20 236	
Cyclists	18%	8 811	

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—

no data available



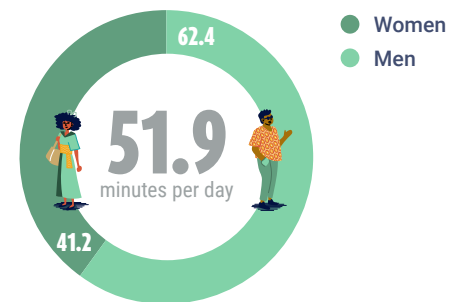
Cycling

KM of network evaluated IRAP	—
KM of network 3* or above IRAP	—

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

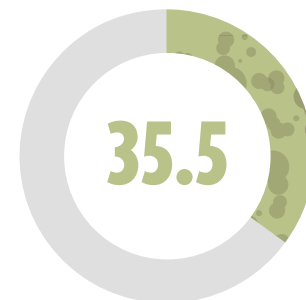


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2014.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Burkina Faso

Population: 21 232 000

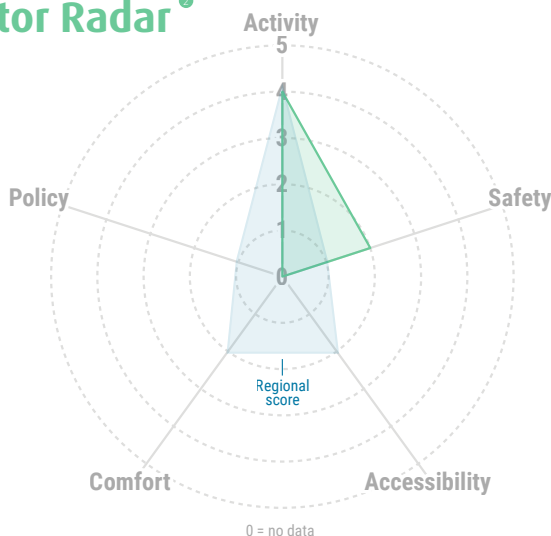
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



### Cycling

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

no data available

## Safety



Estimated total road deaths per year



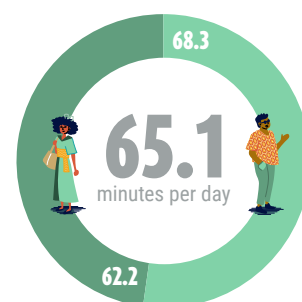
Estimated injuries per year

Total Deaths	100%	5 278
Pedestrians	25%	1 334
Cyclists	6%	318

Total Injuries	100%	556 245
Pedestrians	31%	173 963
Cyclists	24%	132 925

## Activity/Demand

Average of transport related physical activity per day



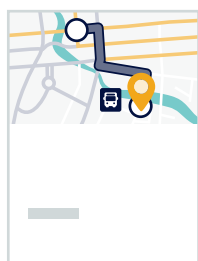
Women  
Men

African Average 55.9%

Global Average 49.3%

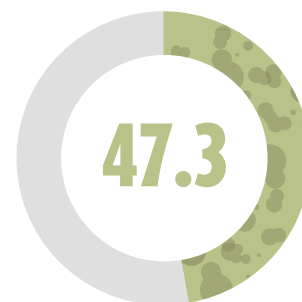
## Accessibility

Accessibility to Public Transport within at least 500 meters



## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2013.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Burundi

Population: 12 054 000

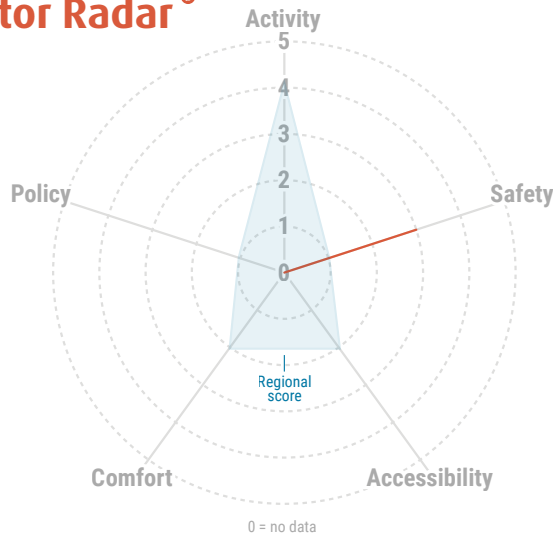
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



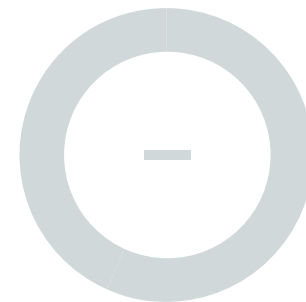
Estimated  
injuries per year

Total Deaths	100%	1 907	
Pedestrians	42%	802	
Cyclists	5%	101	

Total Injuries	100%	276 549	
Pedestrians	37%	102 769	
Cyclists	33%	90 576	

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

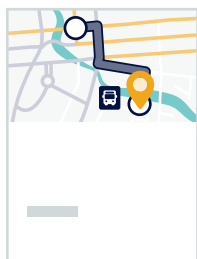


African Average  
55.9%

Global Average  
49.3%

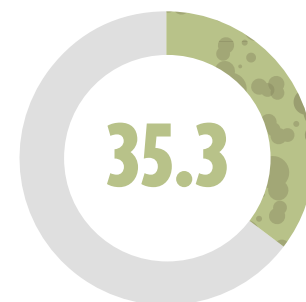
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Cabo Verde

Population: 580 000

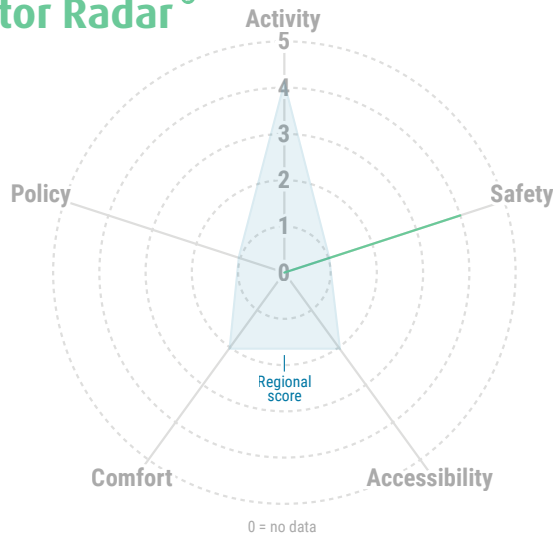
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians/cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



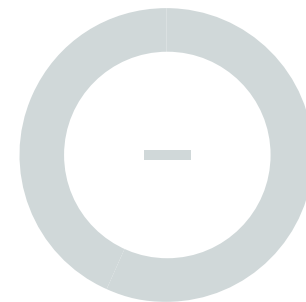
Estimated  
injuries per year

Total Deaths	100%	46	●
Pedestrians	46%	21	●
Cyclists	4%	2	●

Total Injuries	100%	15 249	●
Pedestrians	38%	5 722	●
Cyclists	24%	3 647	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

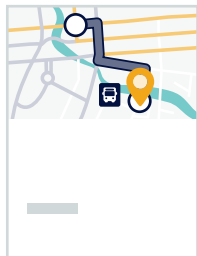


African Average  
55.9%

Global Average  
49.3%

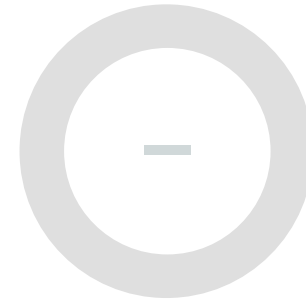
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

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<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Cameroon

Population: 26 137 000

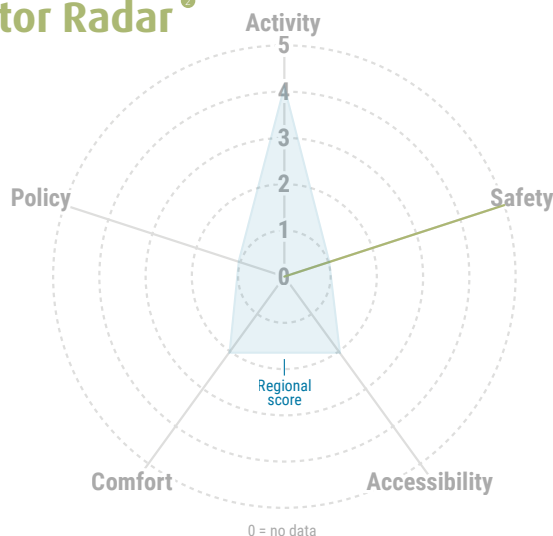
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



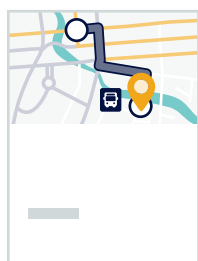
Estimated injuries per year

Total Deaths	100%	6 401	<input type="radio"/>
Pedestrians	12%	761	<input checked="" type="radio"/>
Cyclists	3%	209	<input checked="" type="radio"/>

Total Injuries	100%	868 012	<input type="radio"/>
Pedestrians	22%	191 274	<input checked="" type="radio"/>
Cyclists	22%	194 176	<input checked="" type="radio"/>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

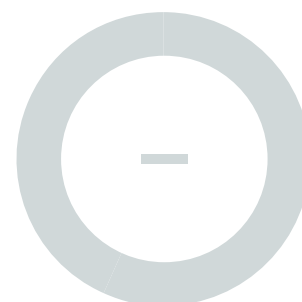
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Central African Republic

Population: 5 272 000

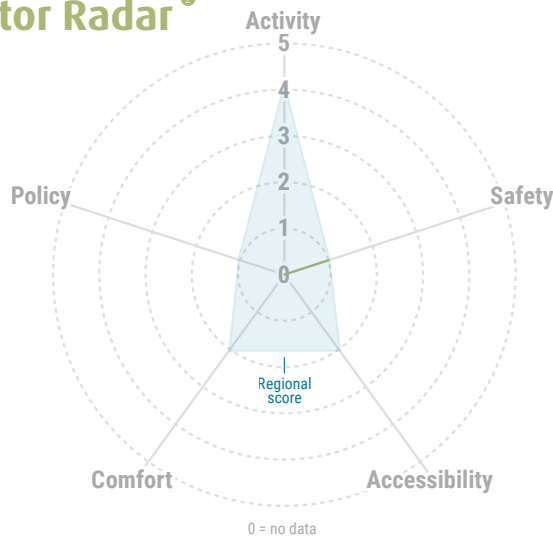
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



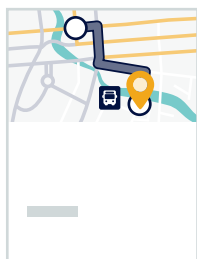
Estimated injuries per year

Total Deaths	100%	3044	
Pedestrians	41%	1247	
Cyclists	2%	59	

Total Injuries	100%	85660	
Pedestrians	37%	31524	
Cyclists	19%	16651	

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—



Cycling

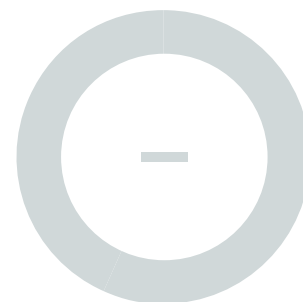
KM of network evaluated IRAP	—
KM of network 3* or above IRAP	—

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

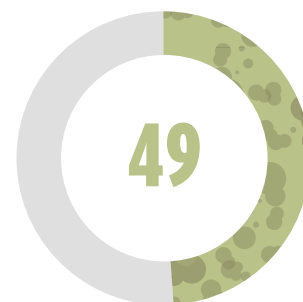


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Chad

Population: 16 379 000

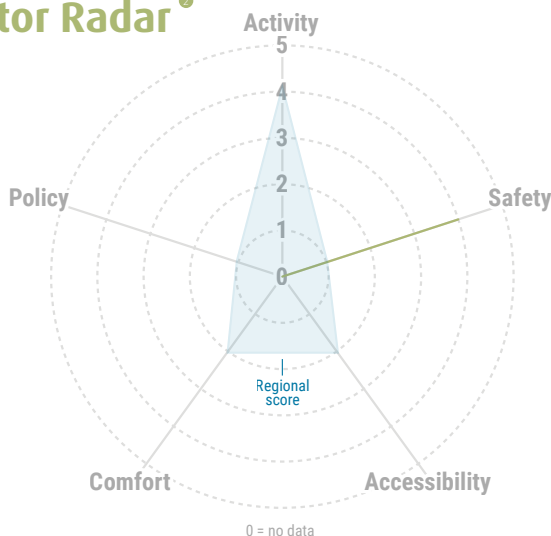
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



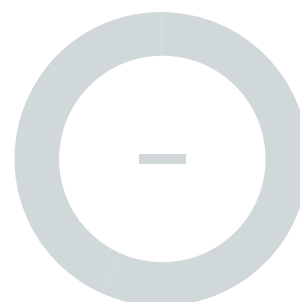
Estimated  
injuries per year

Total Deaths	100%	2 575	
Pedestrians	35%	905	
Cyclists	2%	62	

Total Injuries	100%	322 693	
Pedestrians	37%	120 065	
Cyclists	22%	72 061	

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

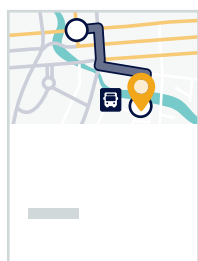


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Comoros

Population: 798 000

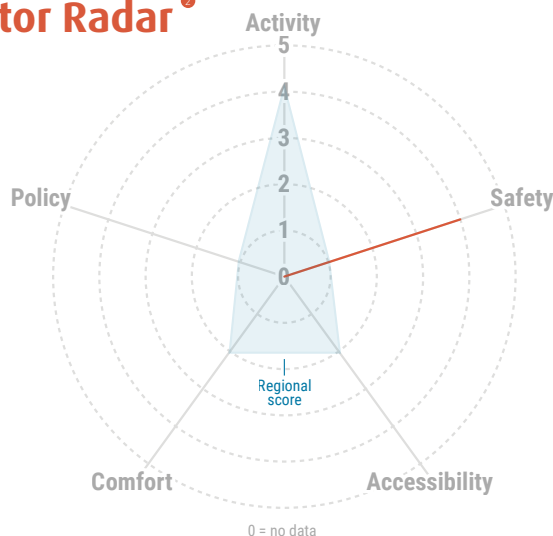
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

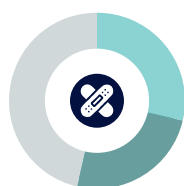
no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



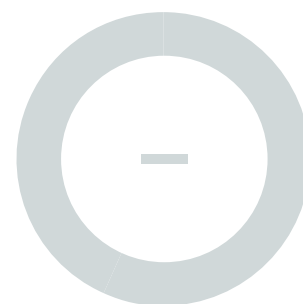
Estimated  
injuries per year

Total Deaths	100%	151	●
Pedestrians	22%	33	●
Cyclists	3%	5	●

Total Injuries	100%	31 712	●
Pedestrians	29%	9 145	●
Cyclists	25%	7 876	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

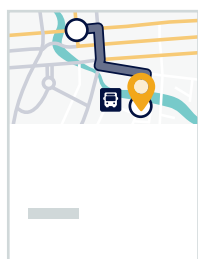


African Average  
55.9%

Global Average  
49.3%

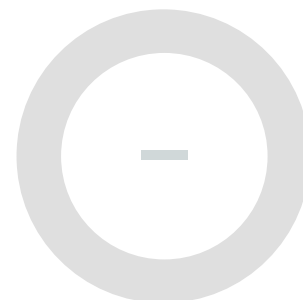
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.



# Côte d'Ivoire

Population: 26 478 000

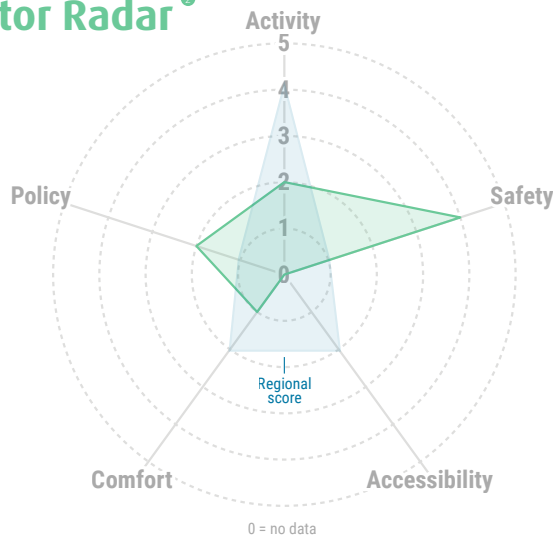
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Safety



Estimated total road deaths per year



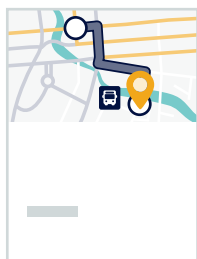
Estimated injuries per year

Total Deaths	100%	3352	●
Pedestrians	32%	1081	●
Cyclists	3%	111	●

Total Injuries	100%	642 561	●
Pedestrians	35%	225 182	●
Cyclists	22%	144 103	●

## Accessibility

Accessibility to Public Transport within at least 500 meters



## Comfort



Walking

KM of network evaluated IRAP 21km

KM of network 3★ or above IRAP 1km → 5%



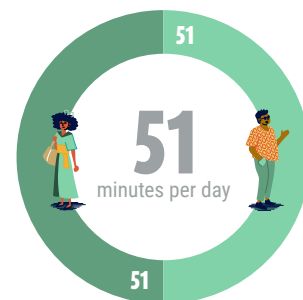
Cycling

KM of network evaluated IRAP 1.1km

KM of network 3★ or above IRAP 0km → 0%

## Activity/Demand

Average of transport related physical activity per day



● Women  
● Men

African Average 55.9%

Global Average 49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2005.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GiZ and the SLOCAT Partnership.

# Democratic Republic of the Congo

Population: 91 332 000

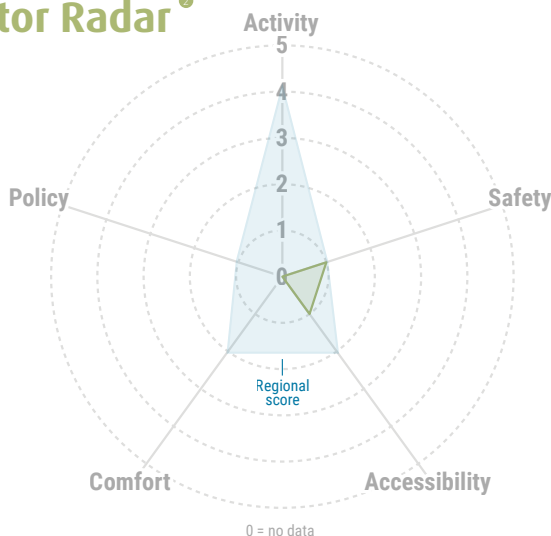
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



### Cycling

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Safety



Estimated total road deaths per year



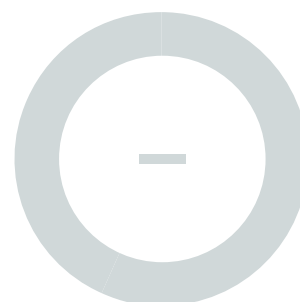
Estimated injuries per year

Total Deaths	100%	29 542
Pedestrians	40%	11 860
Cyclists	1%	207

Total Injuries	100%	1 453 649
Pedestrians	40%	585 946
Cyclists	20%	296 015

## Activity/Demand

Average of transport related physical activity per day

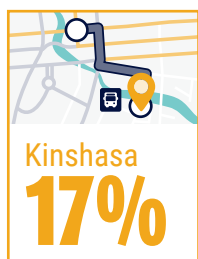


African Average 55.9%

Global Average 49.3%

## Accessibility

Accessibility to Public Transport within at least 500 meters



Kinshasa 17.42  
Lubumbashi 4.56

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Djibouti

Population: 1 082 000

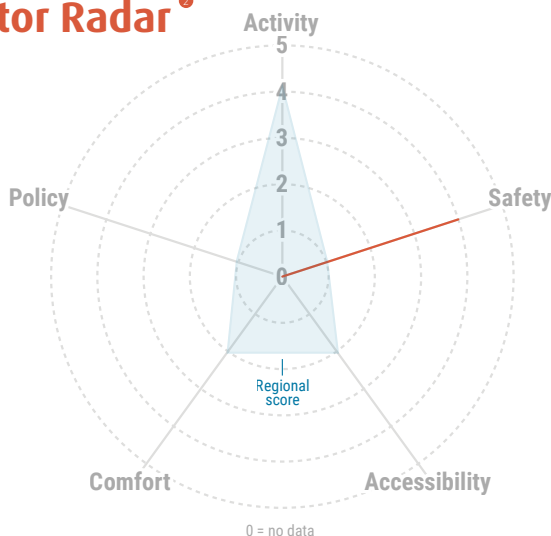
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: n.a.



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



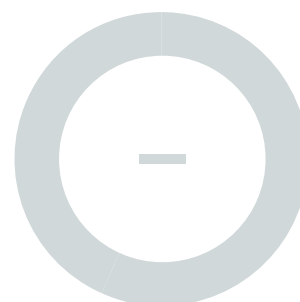
Estimated  
injuries per year

Total Deaths	100%	161	●
Pedestrians	42%	67	●
Cyclists	5%	8	●

Total Injuries	100%	36 072	●
Pedestrians	41%	14 786	●
Cyclists	24%	8 495	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

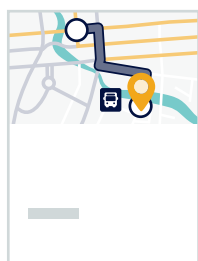


African Average  
55.9%

Global Average  
49.3%

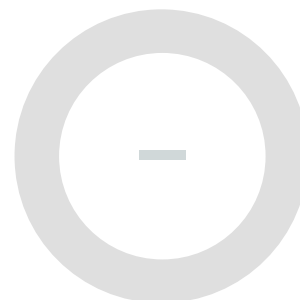
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Egypt

Population: 106 539 000

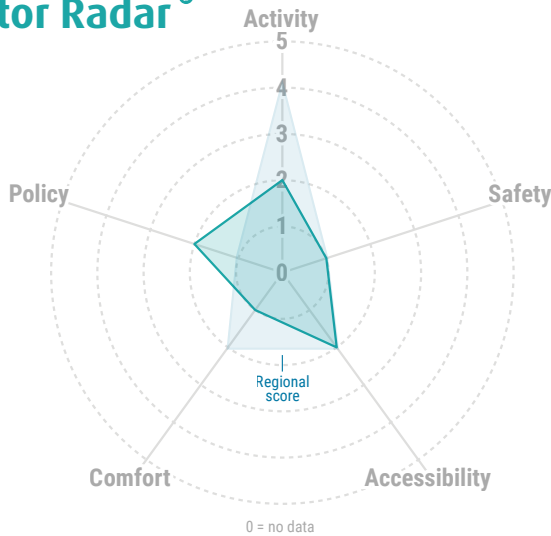
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



Estimated injuries per year

Total Deaths	100%	29 490	●
Pedestrians	39%	11 564	●
Cyclists	1%	404	●

Total Injuries	100%	1 810 034	●
Pedestrians	29%	519 836	●
Cyclists	16%	280 687	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Asyut	22.78
Al Zaqaziq	13.07
Al Manshah	17.04
Al Qhurdaqah	14.97
Alexandria	35.98
Cairo	21.24
Diyarb Najm	21.6
Port Said	27.78

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP 17km

KM of network 3★ or above IRAP 1km → 6%



Cycling

KM of network evaluated IRAP —

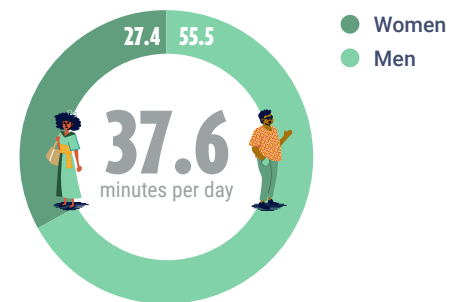
KM of network 3★ or above IRAP —

★ ★ ★

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2017.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GiZ and the SLOCAT Partnership.

# Equatorial Guinea

Population: 1 578 000

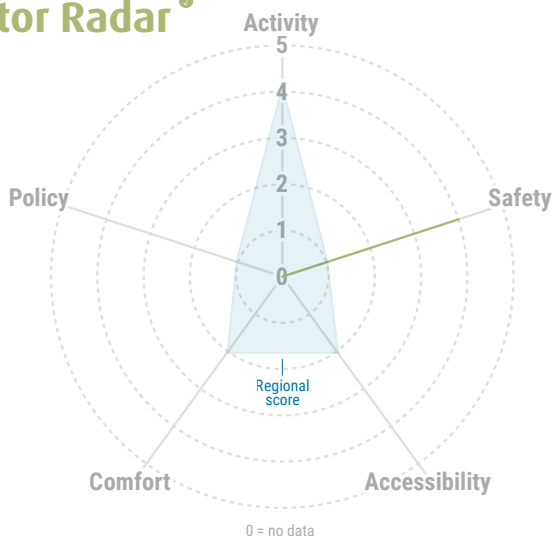
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: no



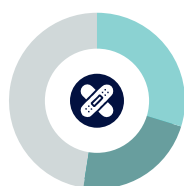
## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



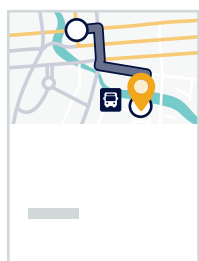
Estimated injuries per year

Total Deaths	100%	281	<input type="radio"/>
Pedestrians	35%	98	<input checked="" type="radio"/>
Cyclists	3%	3	<input checked="" type="radio"/>

Total Injuries	100%	22 183	<input type="radio"/>
Pedestrians	30%	6 654	<input checked="" type="radio"/>
Cyclists	23%	5 052	<input checked="" type="radio"/>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

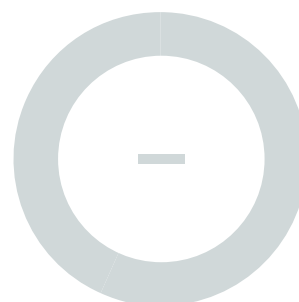
KM of network 3\* or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Eritrea

Population: 3 524 000

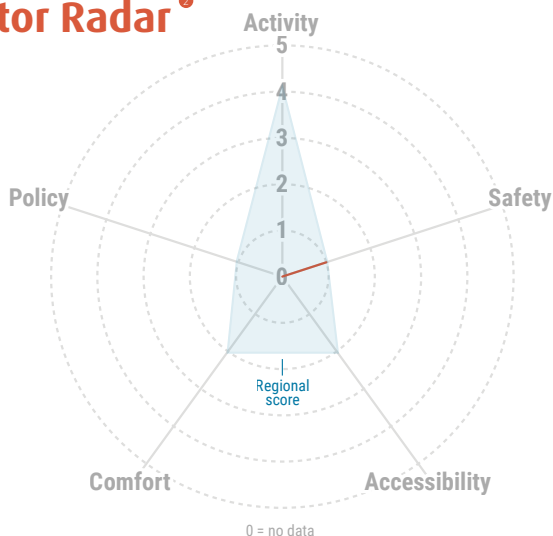
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



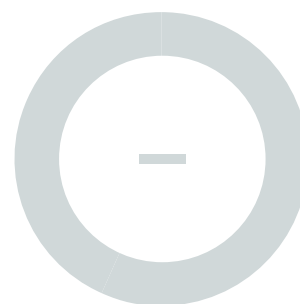
Estimated  
injuries per year

Total Deaths	100%	1119	<input type="radio"/>
Pedestrians	43%	480	<input checked="" type="radio"/>
Cyclists	5%	51	<input checked="" type="radio"/>

Total Injuries	100%	172372	<input type="radio"/>
Pedestrians	42%	73154	<input checked="" type="radio"/>
Cyclists	25%	42510	<input checked="" type="radio"/>

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

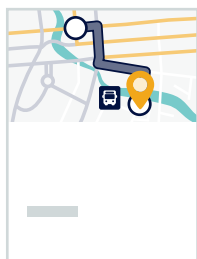


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Eswatini

Population: 1 174 000

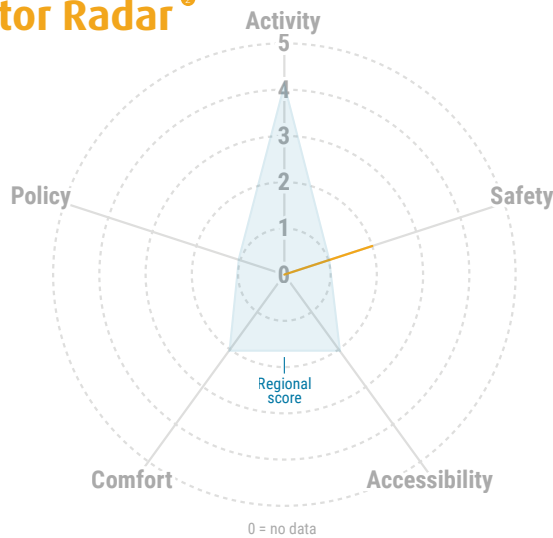
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year

Total Deaths	100%	397	
Pedestrians	37%	145	
Cyclists	2%	6	

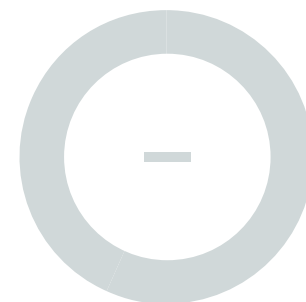


Estimated  
injuries per year

Total Injuries	100%	20654	
Pedestrians	41%	8423	
Cyclists	16%	3221	

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

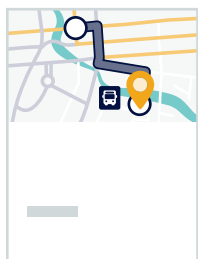


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Ethiopia

Population: 115 638 000

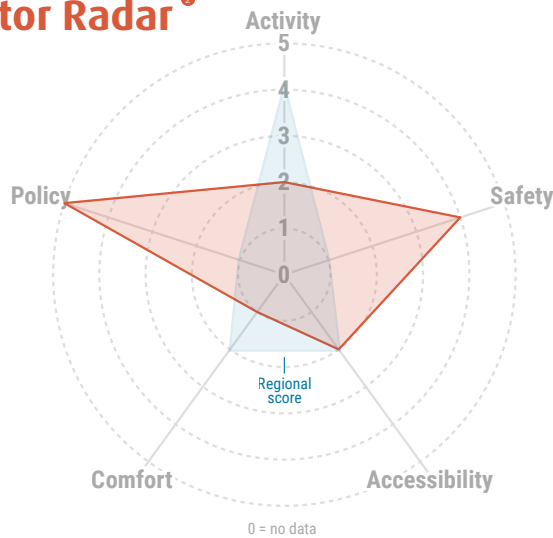
Walking and Cycling Policy: excellent

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated IRAP 135km

KM of network 3★ or above IRAP 17km → 13%



### Cycling

KM of network evaluated IRAP —

KM of network 3★ or above IRAP —

no data available

## Safety<sup>3</sup>



Estimated total road deaths per year

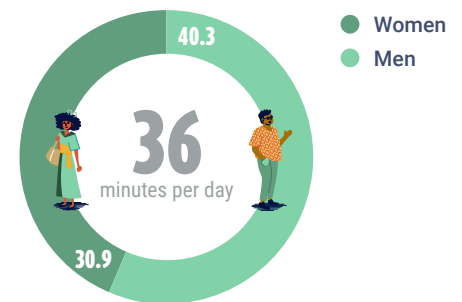


Estimated injuries per year

Total Deaths	100%	9211	●	Total Injuries	100%	1798043	●
Pedestrians	43%	3931	●	Pedestrians	34%	615250	●
Cyclists	4%	399	●	Cyclists	34%	606724	●

## Activity/Demand<sup>4</sup>

Average of transport related physical activity per day

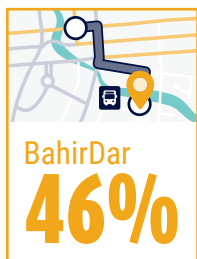


African Average 55.9%

Global Average 49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport within at least 500 meters



Awassa	38.54
Adama Nazreth	26.12
BahirDar	46.18
Addis Ababa	31.54
Harar	26.52
Dire Dawa	24.47
Gondar	29.18

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> The WHO STEPwise demand/activity data was collected in 2015.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.



# Gabon

Population: 2 268 000

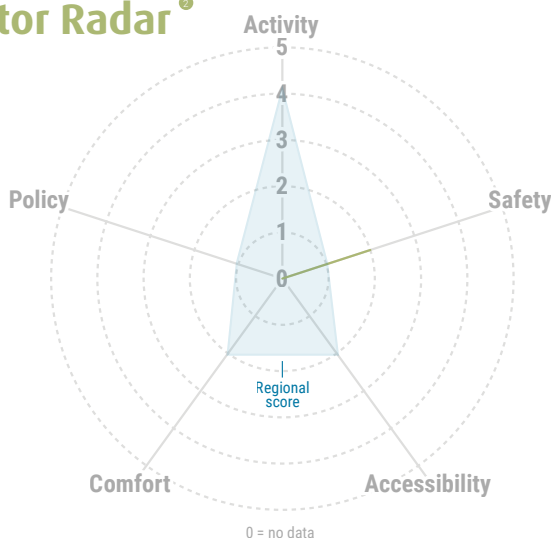
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



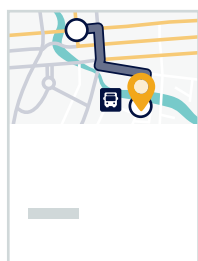
Estimated injuries per year

Total Deaths	100%	519	<input type="radio"/>
Pedestrians	34%	174	<input checked="" type="radio"/>
Cyclists	2%	9	<input checked="" type="radio"/>

Total Injuries	100%	41 380	<input type="radio"/>
Pedestrians	34%	14 142	<input checked="" type="radio"/>
Cyclists	18%	7 587	<input checked="" type="radio"/>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

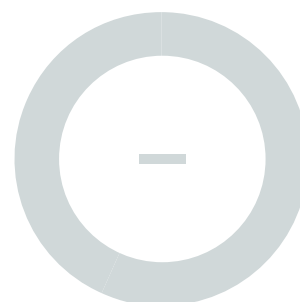
KM of network 3\* or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Gambia

Population: 2 541 000

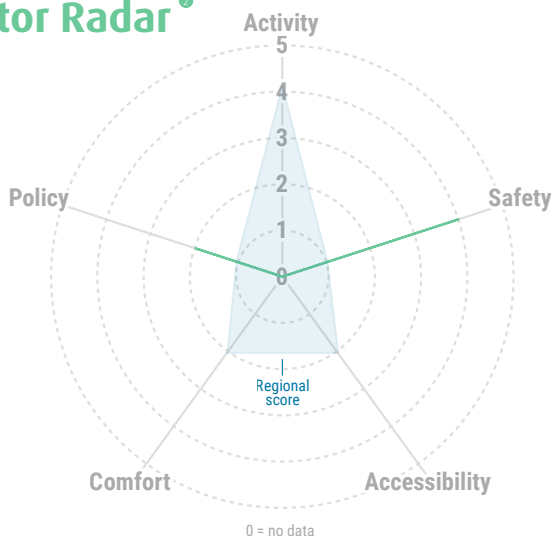
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



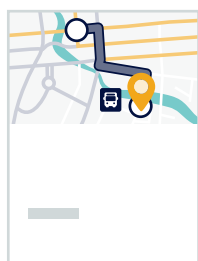
Estimated injuries per year

Total Deaths	100%	258	<span style="color: grey;">●</span>
Pedestrians	34%	87	<span style="color: teal;">●</span>
Cyclists	3%	8	<span style="color: darkgreen;">●</span>

Total Injuries	100%	43 919	<span style="color: grey;">●</span>
Pedestrians	37%	16 054	<span style="color: teal;">●</span>
Cyclists	21%	9 205	<span style="color: darkgreen;">●</span>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

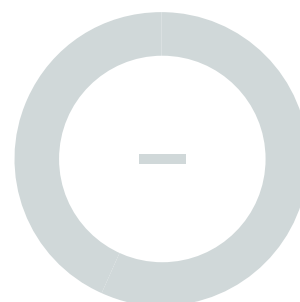
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

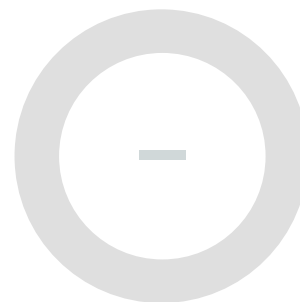


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Ghana

Population: 31 849 000

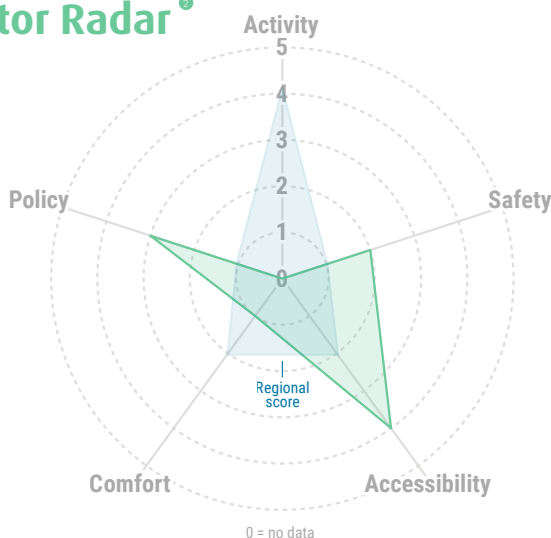
Walking and Cycling Policy: some level

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP 77km

KM of network 3★ or above IRAP 54km → 70%



### Cycling

KM of network evaluated IRAP —

KM of network 3★ or above IRAP —

no data available

## Safety



Estimated total road deaths per year



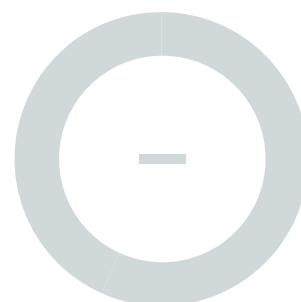
Estimated injuries per year

Total Deaths	100%	5805
Pedestrians	43%	2485
Cyclists	5%	267

Total Injuries	100%	1155577
Pedestrians	42%	485369
Cyclists	21%	247847

## Activity/Demand

Average of transport related physical activity per day

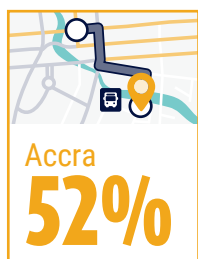


African Average 55.9%

Global Average 49.3%

## Accessibility

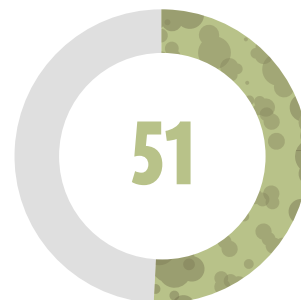
Accessibility to Public Transport within at least 500 meters



Accra 52.46

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Guinea

Population: 13 042 000

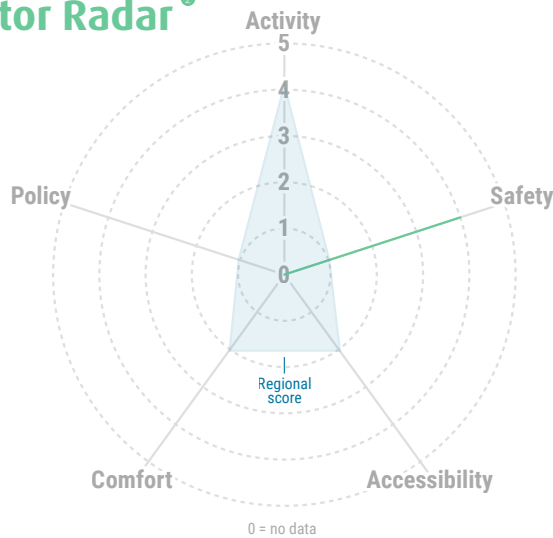
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



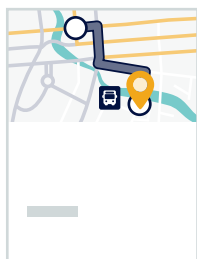
Estimated injuries per year

Total Deaths	100%	2 257	●
Pedestrians	34%	763	●
Cyclists	3%	60	●

Total Injuries	100%	313 245	●
Pedestrians	36%	114 129	●
Cyclists	21%	66 102	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

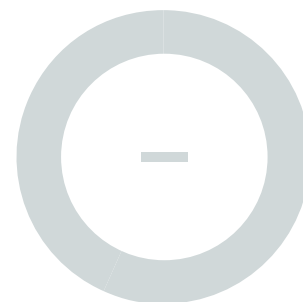
KM of network 3\* or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

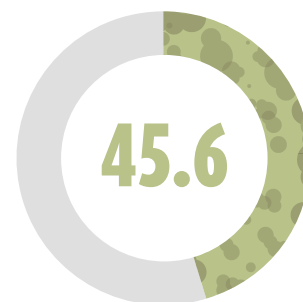


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Guinea-Bissau

Population: 1 993 000

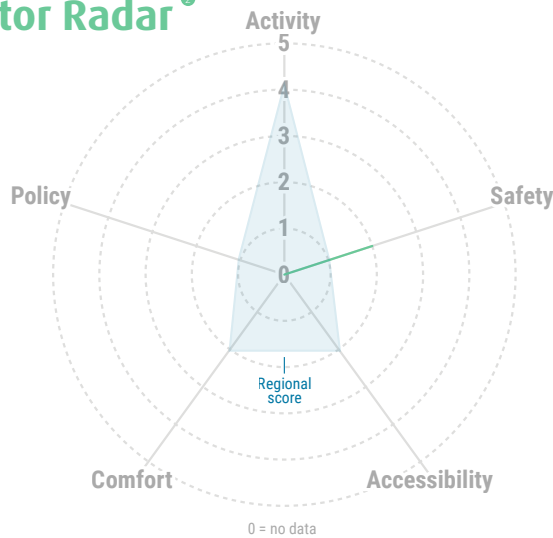
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



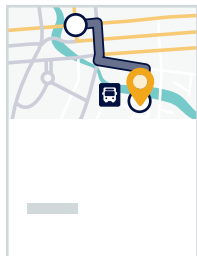
Estimated injuries per year

Total Deaths	100%	456	●
Pedestrians	30%	139	●
Cyclists	3%	14	●

Total Injuries	100%	58 156	●
Pedestrians	39%	22 644	●
Cyclists	20%	11 342	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

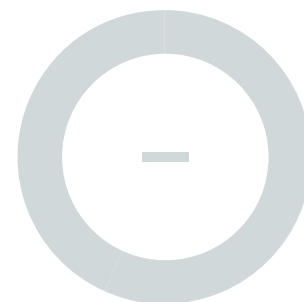
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

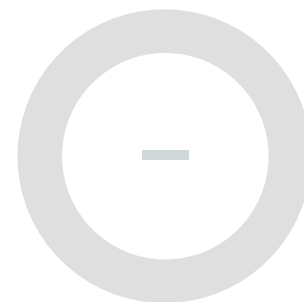


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Kenya

Population: 51 460 000

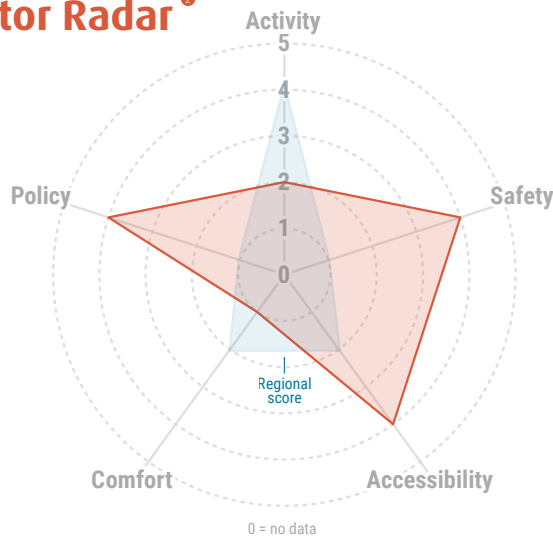
Walking and Cycling Policy: strong

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



Walking

KM of network evaluated IRAP — 960km

KM of network 3★ or above IRAP ★ 29km → **3%**



Cycling

KM of network evaluated IRAP —

KM of network 3★ or above IRAP —

no data available

## Safety<sup>3</sup>



Estimated total road deaths per year



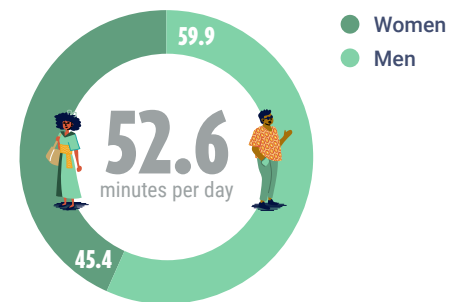
Estimated injuries per year

Total Deaths	100%	4 594	●
Pedestrians	55%	2 547	●
Cyclists	4%	161	●

Total Injuries	100%	964 803	●
Pedestrians	42%	401 711	●
Cyclists	28%	271 204	●

## Activity/Demand<sup>4</sup>

Average of transport related physical activity per day

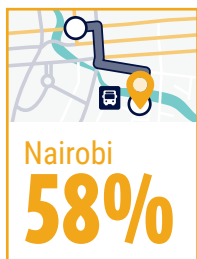


African Average 55.9%

Global Average 49.3%

## Accessibility<sup>5</sup>

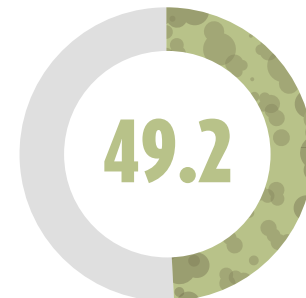
Accessibility to Public Transport within at least 500 meters



Kisumu	27.63
Eldoret	15.17
Nyeri	23.91
Meru	18.9
Malaba	52.01
Nairobi	58.03
Nakuru	12.89

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2015.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Lesotho

Population: 2 240 000

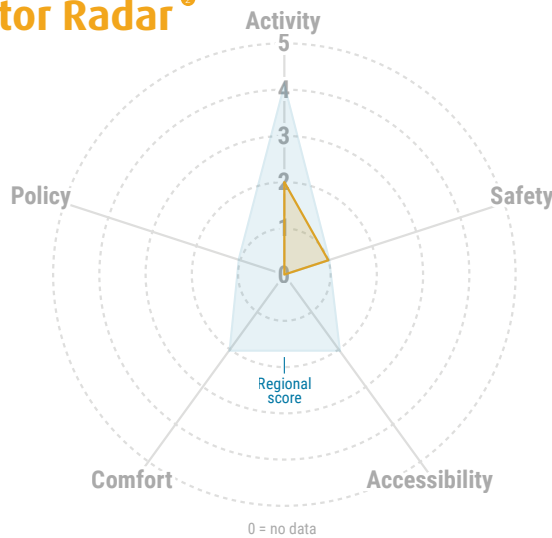
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year

Total Deaths	100%	923	<input type="radio"/>
Pedestrians	40%	368	<input checked="" type="radio"/>
Cyclists	1%	12	<input checked="" type="radio"/>

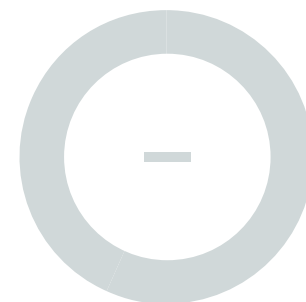


Estimated  
injuries per year

Total Injuries	100%	43007	<input type="radio"/>
Pedestrians	46%	19856	<input checked="" type="radio"/>
Cyclists	15%	6242	<input checked="" type="radio"/>

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

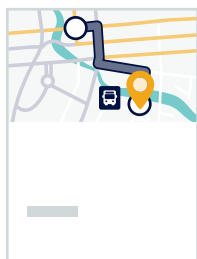


African Average  
55.9%

Global Average  
49.3%

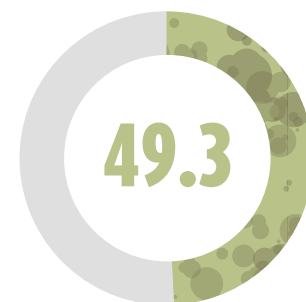
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Liberia

Population: 5 034 000

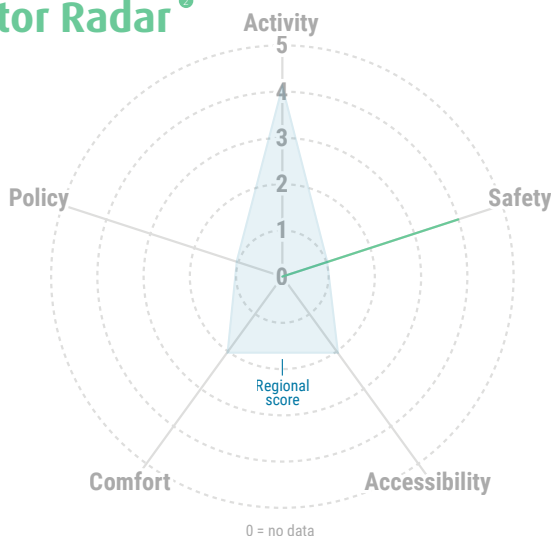
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: partial



## Indicator Radar



## Safety



Estimated total road deaths per year



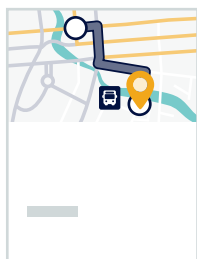
Estimated injuries per year

Total Deaths	100%	503	
Pedestrians	33%	168	
Cyclists	3%	16	

Total Injuries	100%	93270	
Pedestrians	33%	31103	
Cyclists	25%	23274	

## Accessibility

Accessibility to Public Transport within at least 500 meters



## Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

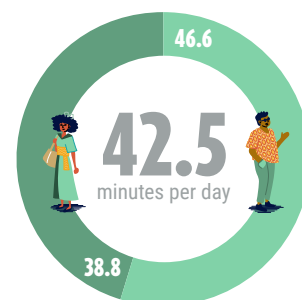
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand

Average of transport related physical activity per day



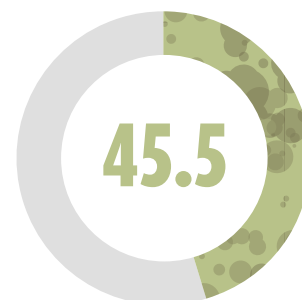
Women  
Men

African Average 55.9%

Global Average 49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2011.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.



# Libya

Population: 6 612 000

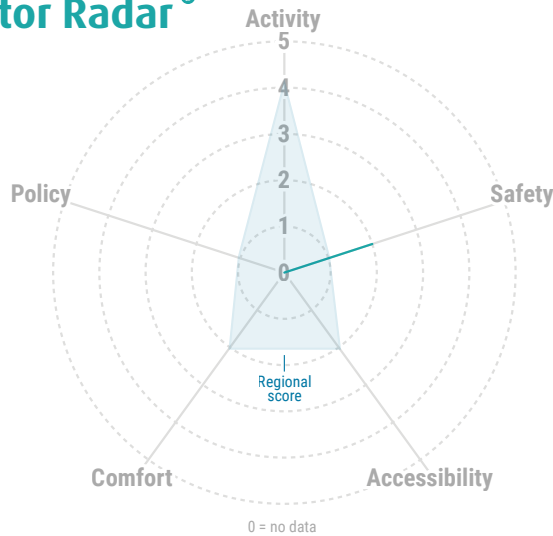
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



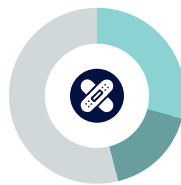
## Indicator Radar



## Safety



Estimated total road deaths per year



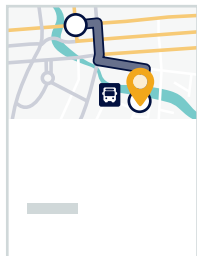
Estimated injuries per year

Total Deaths	100%	2 155
Pedestrians	29%	626
Cyclists	1%	21

Total Injuries	100%	163 920
Pedestrians	29%	48 257
Cyclists	17%	27 642

## Accessibility

Accessibility to Public Transport within at least 500 meters



## Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

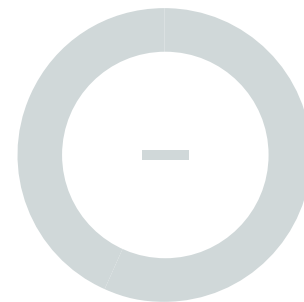
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand

Average of transport related physical activity per day

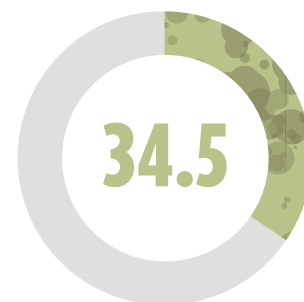


African Average 55.9%

Global Average 49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Madagascar

Population: 27 879 000

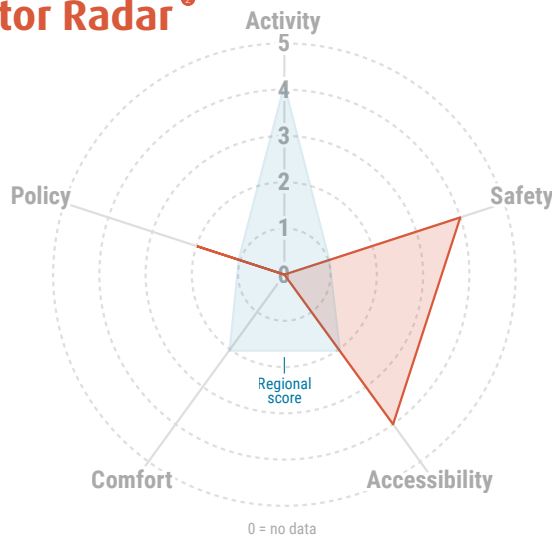
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year

Total Deaths	100%	2 931	●
Pedestrians	45%	1 322	●
Cyclists	4%	108	●

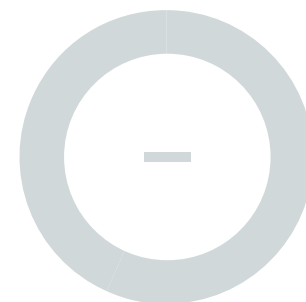


Estimated  
injuries per year

Total Injuries	100%	622 836	●
Pedestrians	43%	270 073	●
Cyclists	25%	158 055	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

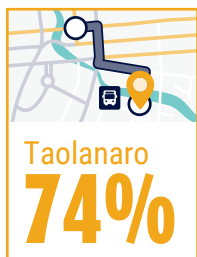


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

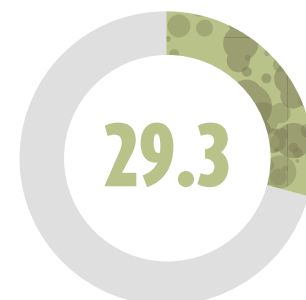
Accessibility to Public Transport  
within at least 500 meters



Amparafaravola	70.88
Antananarivo	53.64
Antsirabe	65.9
Antsiranana	48.34
Fianarantsoa	52.8
Mahajanga	46.54
Marovoay	69.91
Toamasina	31.06
Toliara	54.84
Taolanaro	74.11

## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Malawi

Population: 19 121 000

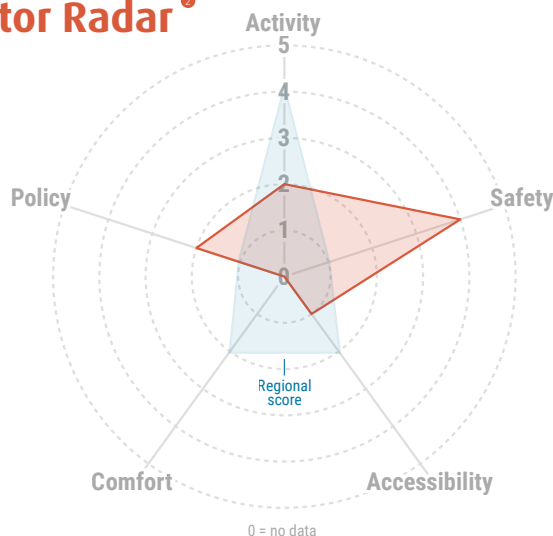
Walking and Cycling Policy: some level

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



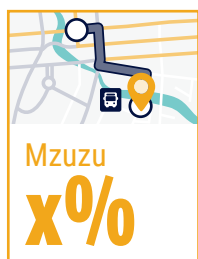
Estimated injuries per year

Total Deaths	100%	2 077	<span style="color: grey;">●</span>
Pedestrians	42%	881	<span style="color: teal;">●</span>
Cyclists	4%	92	<span style="color: teal;">●</span>

Total Injuries	100%	327 520	<span style="color: grey;">●</span>
Pedestrians	40%	131 373	<span style="color: teal;">●</span>
Cyclists	27%	89 893	<span style="color: teal;">●</span>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Blantyre	15.38
Mzuzu	21.4

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

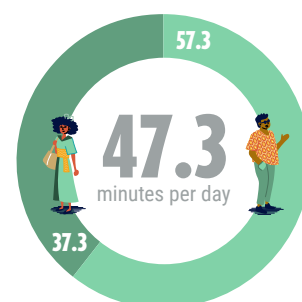
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



Women  
Men

African Average  
55.9%

Global Average  
49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2009.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Mali

Population: 20 887 000

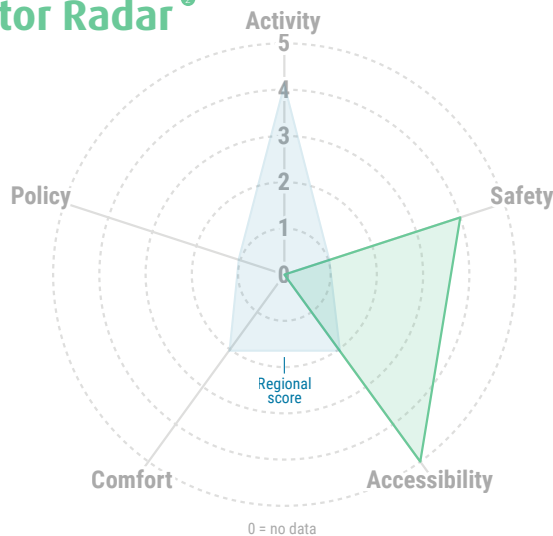
Walking and Cycling Policy: no

African Charter for Road Safety: ratified

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Comfort



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

no data available

no data available

## Safety



Estimated total  
road deaths  
per year



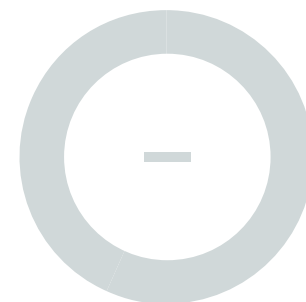
Estimated  
injuries per year

Total Deaths	100%	2757
Pedestrians	32%	894
Cyclists	3%	69

Total Injuries	100%	410722
Pedestrians	35%	144852
Cyclists	23%	95307

## Activity/Demand

Average of transport related  
physical activity per day

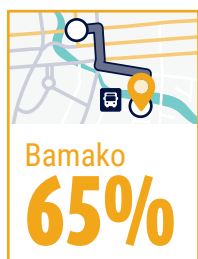


African Average  
55.9%

Global Average  
49.3%

## Accessibility

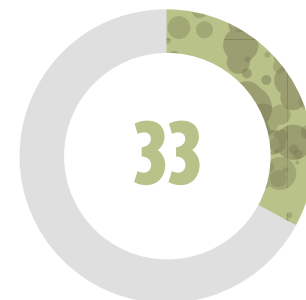
Accessibility to Public Transport  
within at least 500 meters



Bamako 64.52

## Emissions

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Mauritania

Population: 4 441 000

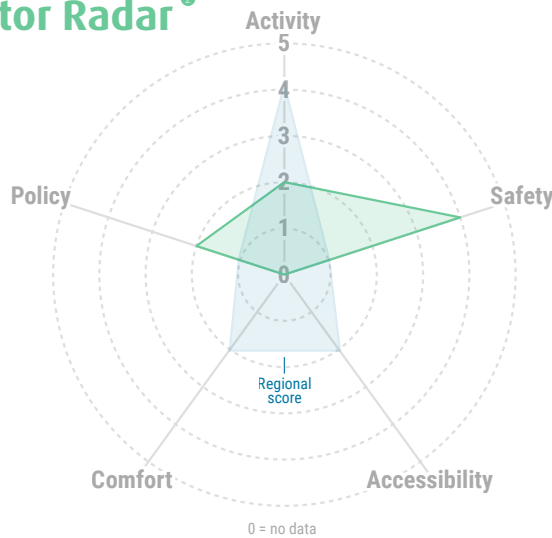
Walking and Cycling Policy: weak

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



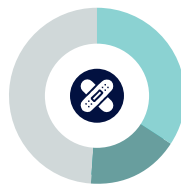
## Indicator Radar



## Safety



Estimated total road deaths per year



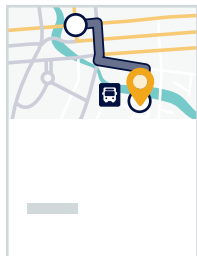
Estimated injuries per year

Total Deaths	100%	835	
Pedestrians	25%	206	
Cyclists	2%	17	

Total Injuries	100%	130 020	
Pedestrians	34%	44 457	
Cyclists	17%	22 299	

## Accessibility

Accessibility to Public Transport within at least 500 meters



## Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



Cycling

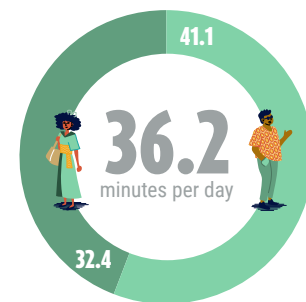
KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Activity/Demand

Average of transport related physical activity per day



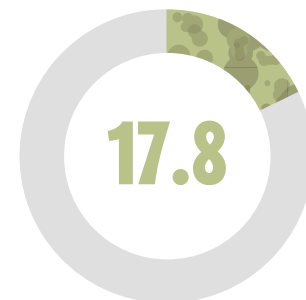
Women  
Men

African Average 55.9%

Global Average 49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2006.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Mauritius

Population: 1 297 000

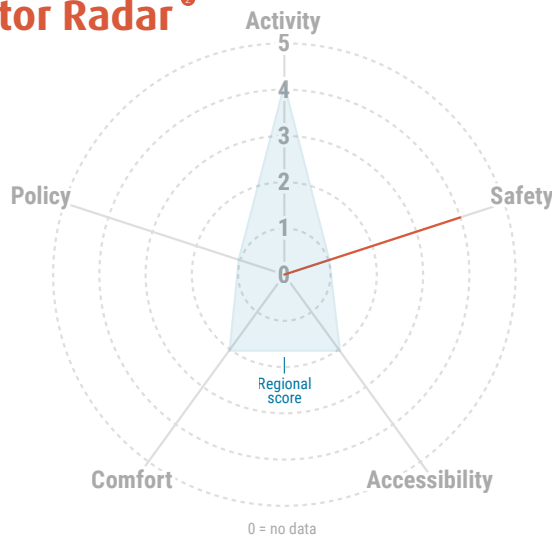
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

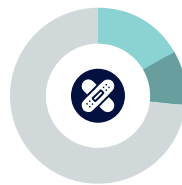
no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



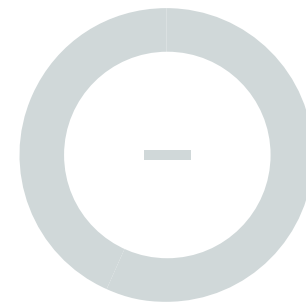
Estimated  
injuries per year

Total Deaths	100%	164	●
Pedestrians	27%	45	●
Cyclists	5%	8	●

Total Injuries	100%	41265	●
Pedestrians	17%	6927	●
Cyclists	10%	4148	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

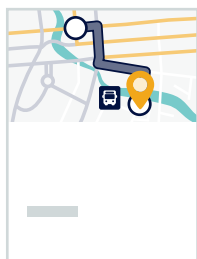


African Average  
55.9%

Global Average  
49.3%

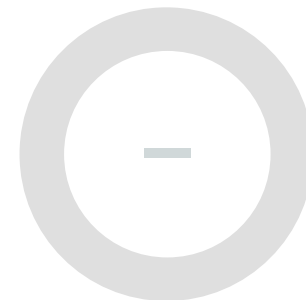
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Morocco

Population: 36 489 000

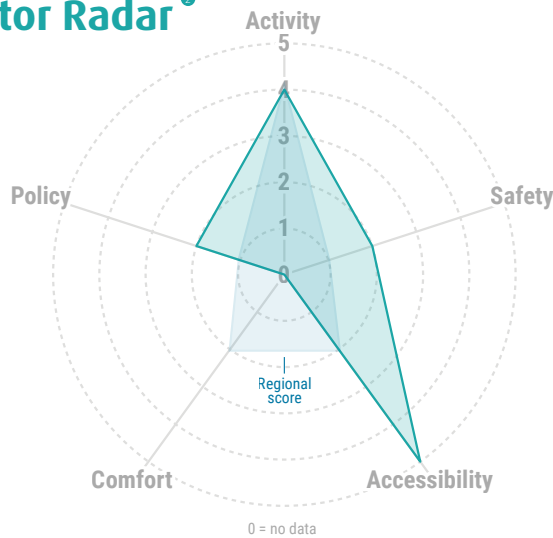
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians/cyclists: no



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



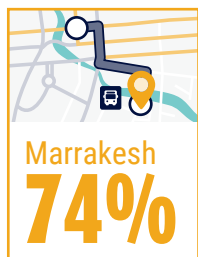
Estimated injuries per year

Total Deaths	100%	9 183	●
Pedestrians	32%	2 967	●
Cyclists	1%	87	●

Total Injuries	100%	815 644	●
Pedestrians	30%	242 660	●
Cyclists	18%	147 817	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Azrou	32.3
Altemeloul	73.53
Casablanca (includes Mohammedia town)	66.48
Fez	39.1
Fikh Ben Salah	52.1
Oujda	15.35
Oulad Teima	35.71
Safi	62.11
Midelt	64.44
Maknes	31.6
Marrakesh	74.79
Tanger	70.76
Temara	34.57
Sefrou	29.98
Sidi Slimane	36.99

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



Cycling

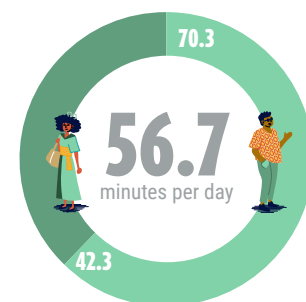
KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> The WHO STEPwise demand/activity data was collected in 2017.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GiZ and the SLOCAT Partnership.

# Mozambique

Population: 30 721 000

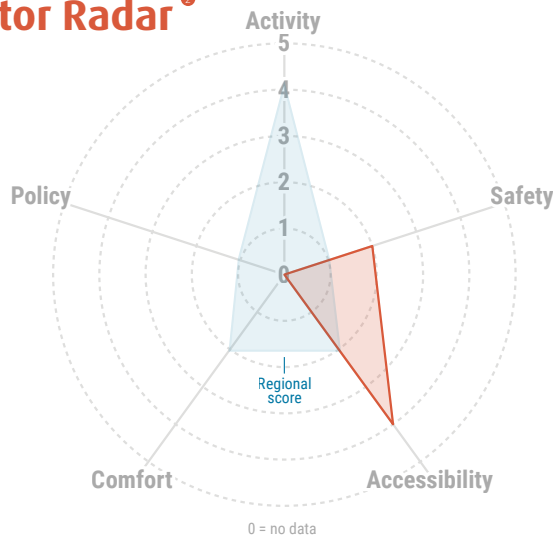
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



### Cycling

KM of network evaluated  
IRAP

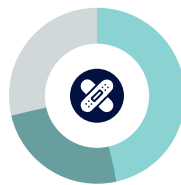
KM of network 3★ or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



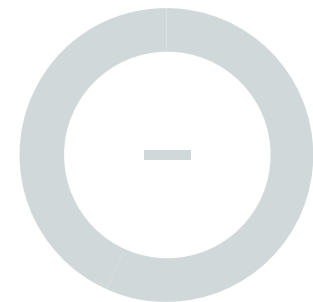
Estimated  
injuries per year

Total Deaths	100%	4 979
Pedestrians	58%	2 905
Cyclists	5%	225

Total Injuries	100%	842 885
Pedestrians	46%	391 940
Cyclists	25%	212 094

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

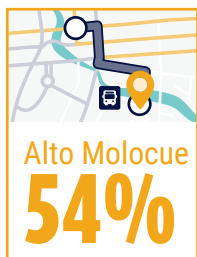


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



Alto Molocue	53.74
Beira	7.85
Gurue	31.63
Maxixe	35.68
Pemba	45.97
Mocuba	41.13
Manhica	49.45
Maputo	52.18
Nacala Porto	26.26
Nampula	10.37

## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.



# Namibia

Population: 2 467 000

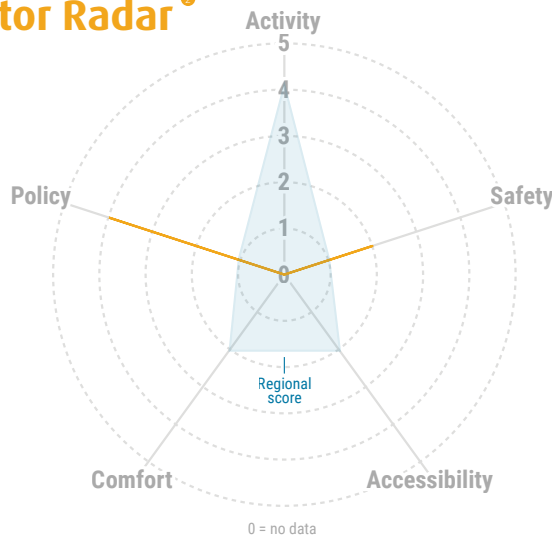
Walking and Cycling Policy: strong

African Charter for Road Safety: ratified

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



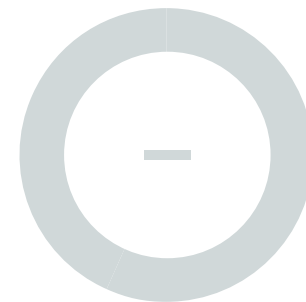
Estimated  
injuries per year

Total Deaths	100%	574	
Pedestrians	39%	224	
Cyclists	2%	9	

Total Injuries	100%	50 184	
Pedestrians	42%	20 944	
Cyclists	16%	8193	

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

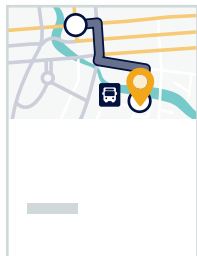


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Niger

Population: 23 882 000

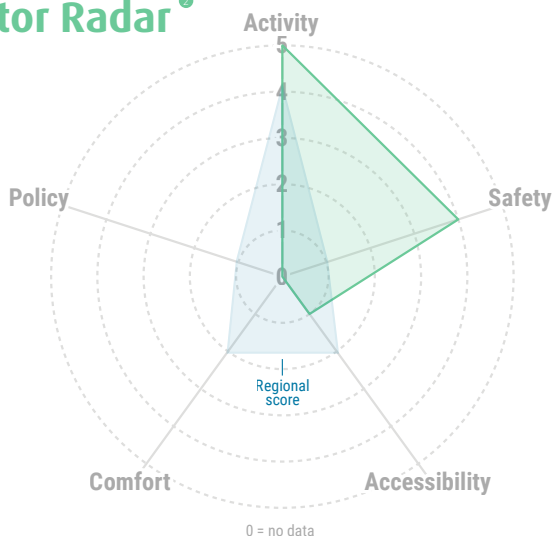
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



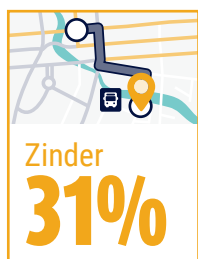
Estimated injuries per year

Total Deaths	100%	2 784	<span style="color: grey;">●</span>
Pedestrians	29%	812	<span style="color: teal;">●</span>
Cyclists	3%	81	<span style="color: teal;">●</span>

Total Injuries	100%	371 866	<span style="color: grey;">●</span>
Pedestrians	34%	126 714	<span style="color: teal;">●</span>
Cyclists	25%	94 629	<span style="color: teal;">●</span>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Agadez	17.23
Dosso	9
Niamey	12.5
Maradi	16.3
Zinder	31.03

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

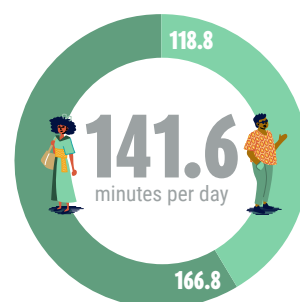
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



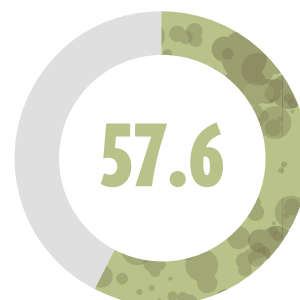
● Women  
● Men

African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2007.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Nigeria

Population: 205 781 000

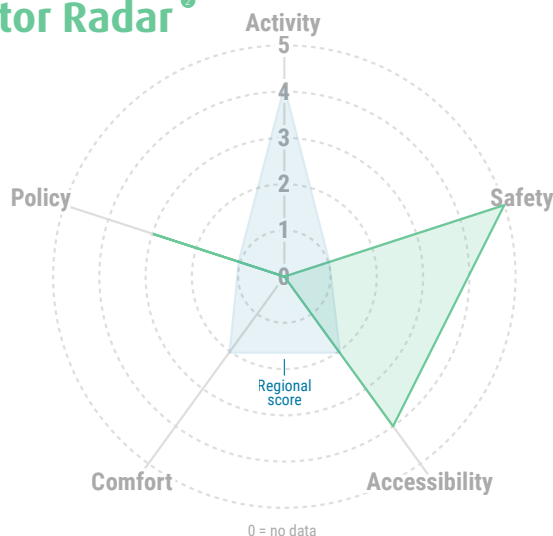
Walking and Cycling Policy: some level

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Safety



Estimated total road deaths per year



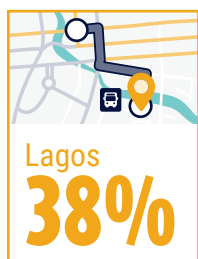
Estimated injuries per year

Total Deaths	100%	18 507
Pedestrians	28%	5 269
Cyclists	3%	601

Total Injuries	100%	3 872 762
Pedestrians	32%	1 251 476
Cyclists	24%	940 073

## Accessibility

Accessibility to Public Transport within at least 500 meters



Ibadan	11.81
Lagos	38.11
Gombe	7.46
Oyo	20.7

## Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

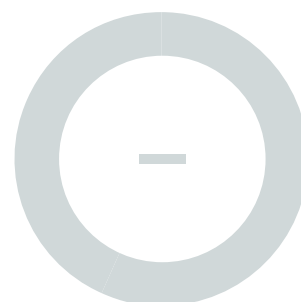
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Republic of the Congo

Population: 5 635 000

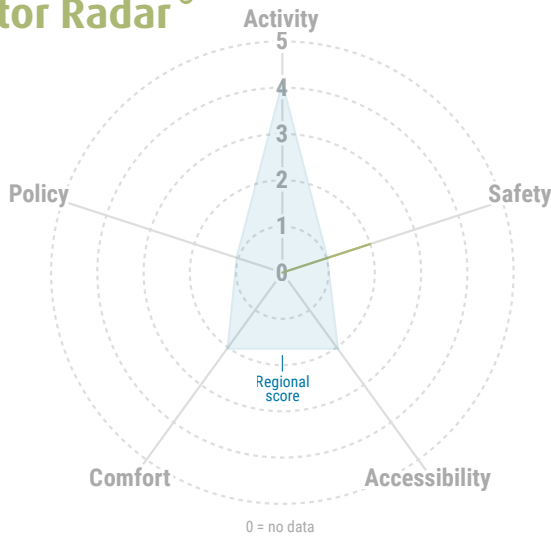
Walking and Cycling Policy: No

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year

Total Deaths	100%	29542 ●
Pedestrians	40%	11860 ●
Cyclists	1%	207 ●

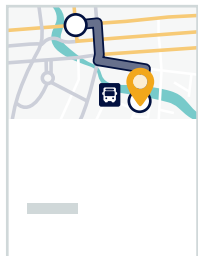


Estimated injuries per year

Total Injuries	100%	1 453 649 ●
Pedestrians	40%	585946 ●
Cyclists	20%	296015 ●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—



Cycling

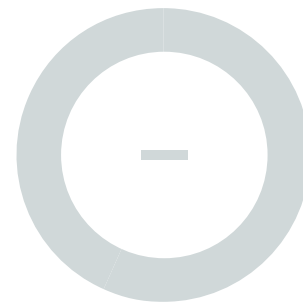
KM of network evaluated IRAP	—
KM of network 3* or above IRAP	—

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

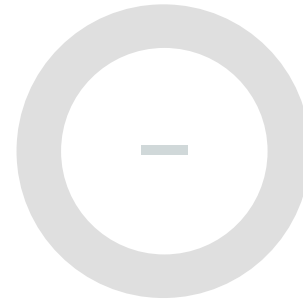


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Rwanda

Population: 12 987 000

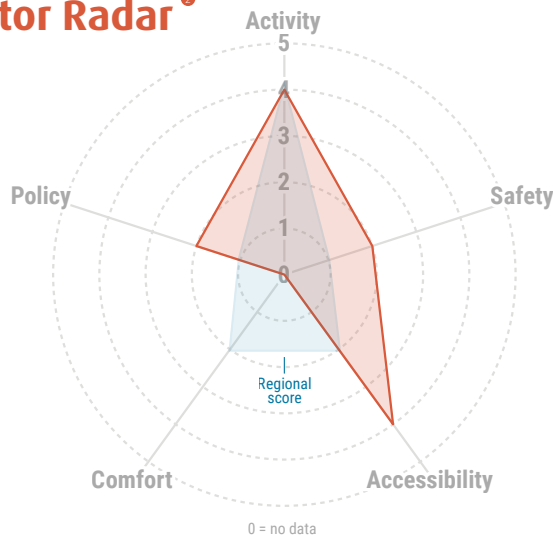
Walking and Cycling Policy: some level

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year

Total Deaths	100%	2 401	
Pedestrians	47%	1 134	
Cyclists	9%	224	

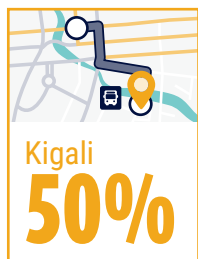


Estimated injuries per year

Total Injuries	100%	377 752	
Pedestrians	39%	146 356	
Cyclists	28%	106 948	

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Butare	28.89
Cyangugu	33.09
Gisenyi	12.8
Gitarama	28.85
Kayanza	26.93
Kigali	50.33
Nyanza	24.16
Ruhengeri	20.04

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



Cycling

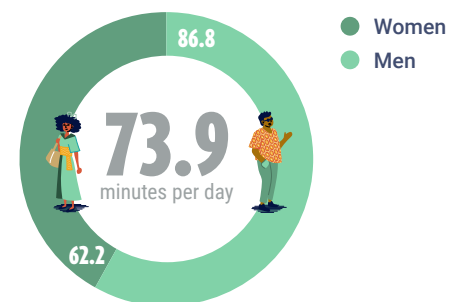
KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2012.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Sao Tome and Principe

Population: 216 000

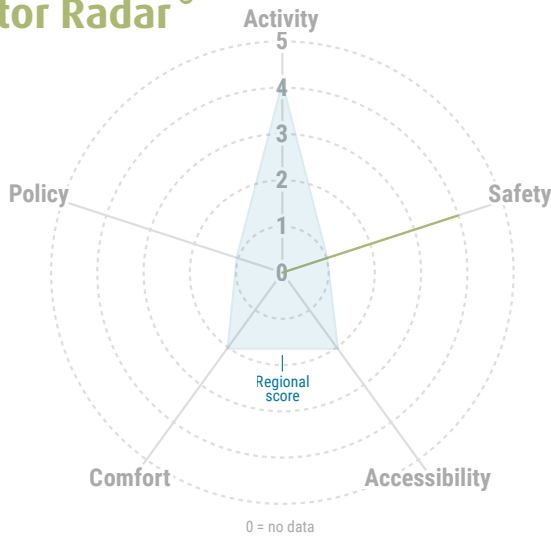
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



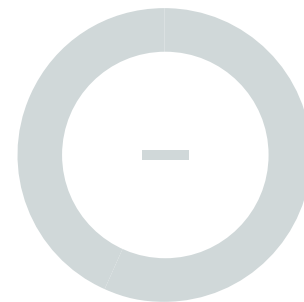
Estimated  
injuries per year

Total Deaths	100%	21	<span style="color: grey;">●</span>
Pedestrians	33%	7	<span style="color: teal;">●</span>
Cyclists	5%	1	<span style="color: darkgreen;">●</span>

Total Injuries	100%	5217	<span style="color: grey;">●</span>
Pedestrians	35%	1832	<span style="color: teal;">●</span>
Cyclists	21%	1096	<span style="color: darkgreen;">●</span>

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

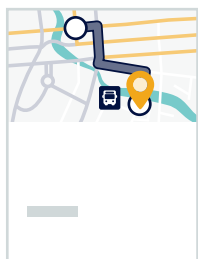


African Average  
55.9%

Global Average  
49.3%

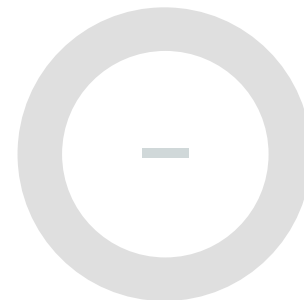
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Senegal

Population: 16 215 000

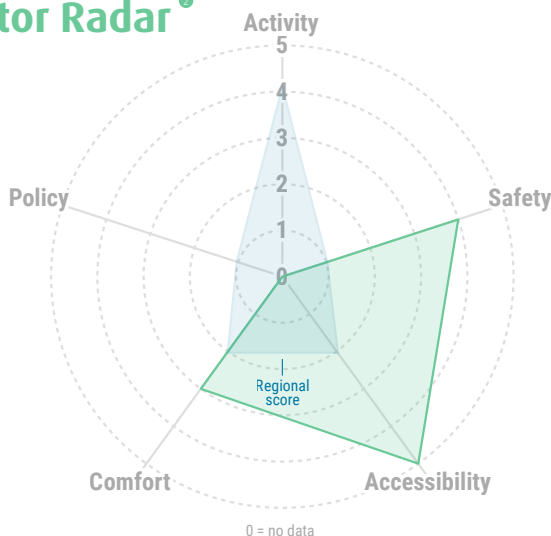
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: no



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP 165km

KM of network 3★ or above IRAP 85km → 51%



### Cycling

KM of network evaluated IRAP 165km

KM of network 3★ or above IRAP 85km → 51%

## Safety



Estimated total road deaths per year



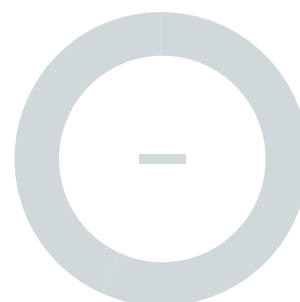
Estimated injuries per year

Total Deaths	100%	1 822
Pedestrians	34%	627
Cyclists	2%	32

Total Injuries	100%	360 325
Pedestrians	35%	125 725
Cyclists	22%	79 086

## Activity/Demand

Average of transport related physical activity per day

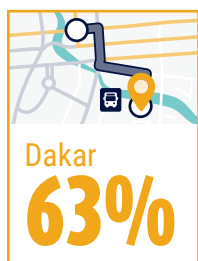


African Average 55.9%

Global Average 49.3%

## Accessibility

Accessibility to Public Transport within at least 500 meters



Dakar	62.98
Kaolack	20.68
Diorbel	32.35
Louga	38.7
MBour	38.87
Saint Louis	58.69
Touba	15.91
Ziguinchor	22.39
Thies	35.51

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> There is no activity/demand data currently available.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

# Seychelles

Population: 105 000

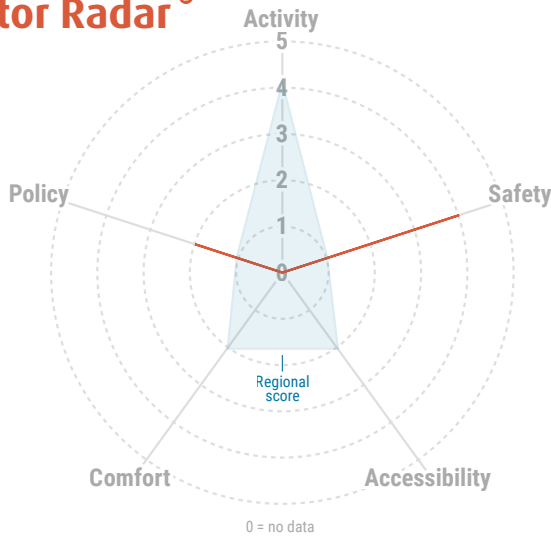
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: yes



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year

Total Deaths	100%	16	<span style="color: grey;">●</span>
Pedestrians	31%	5	<span style="color: teal;">●</span>
Cyclists	6%	1	<span style="color: green;">●</span>

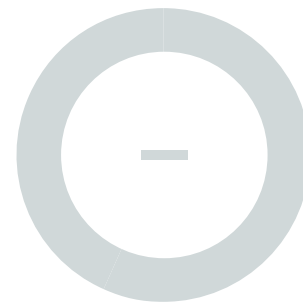


Estimated  
injuries per year

Total Injuries	100%	3130	<span style="color: grey;">●</span>
Pedestrians	22%	678	<span style="color: teal;">●</span>
Cyclists	16%	496	<span style="color: green;">●</span>

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

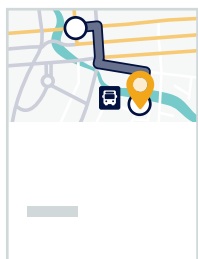


African Average  
55.9%

Global Average  
49.3%

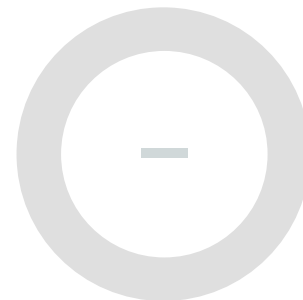
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.



# Sierra Leone

Population: 8 140 000

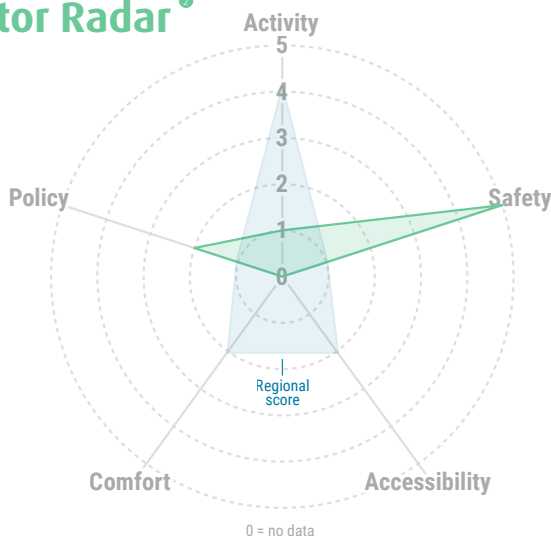
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: n.a.



## Indicator Radar



## Comfort



### Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



### Cycling

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Safety



Estimated total road deaths per year



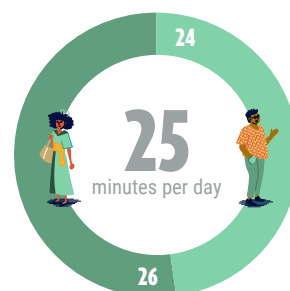
Estimated injuries per year

Total Deaths	100%	1 492
Pedestrians	15%	225
Cyclists	3%	41

Total Injuries	100%	203 166
Pedestrians	25%	51 114
Cyclists	22%	44 981

## Activity/Demand

Average of transport related physical activity per day



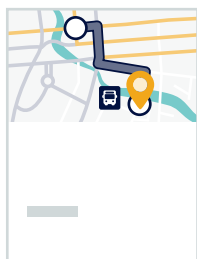
● Women  
● Men

African Average 55.9%

Global Average 49.3%

## Accessibility

Accessibility to Public Transport within at least 500 meters



## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2009.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Somalia

Population: 16 273 000

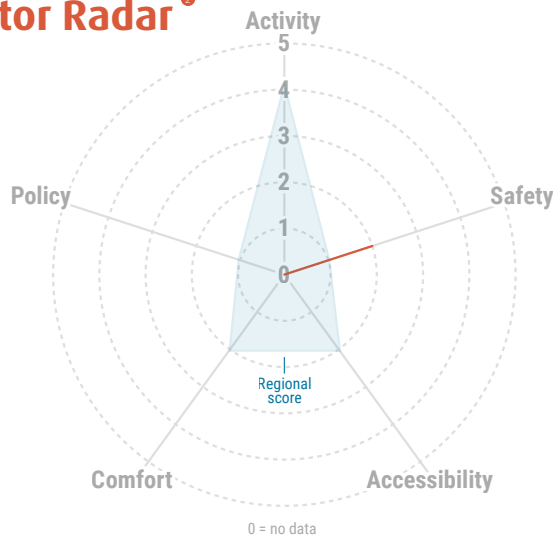
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: no



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year

Total Deaths	100%	3475	●
Pedestrians	39%	1349	●
Cyclists	6%	200	●

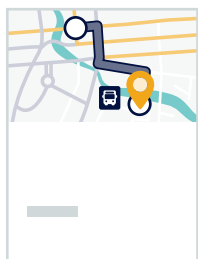


Estimated injuries per year

Total Injuries	100%	388028	●
Pedestrians	41%	159448	●
Cyclists	26%	102695	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—



Cycling

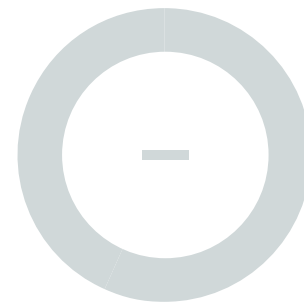
KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

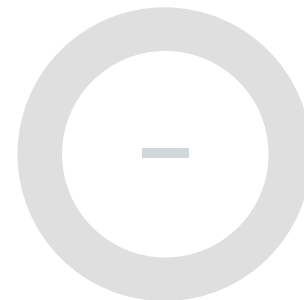


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# South Africa

Population: 58 466 000

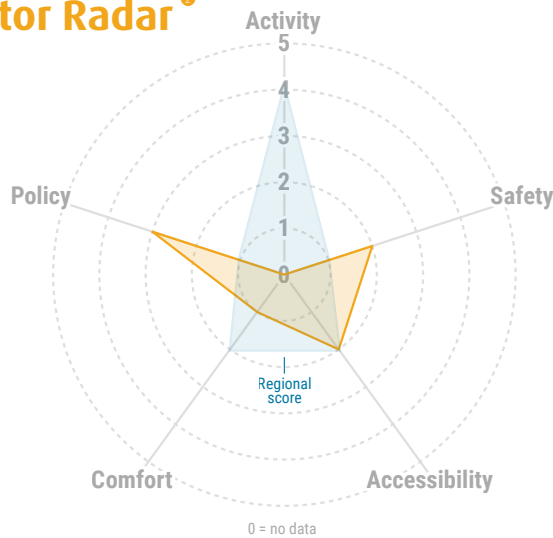
Walking and Cycling Policy: some level

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



Estimated injuries per year

Total Deaths	100%	19 239 ●
Pedestrians	31%	5 881 ●
Cyclists	1%	164 ●

Total Injuries	100%	1 219 959 ●
Pedestrians	38%	465 377 ●
Cyclists	15%	186 230 ●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Johannesburg 20.78  
Port Elizabeth 5.61

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP — 3 410km

KM of network 3★ or above IRAP ★ 56km → 2%



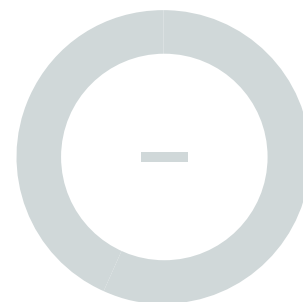
Cycling

KM of network evaluated IRAP — 1 160km

KM of network 3★ or above IRAP ★ 56km → 5%

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> There is no activity/demand data currently available.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

# South Sudan

Population: 10 545 000

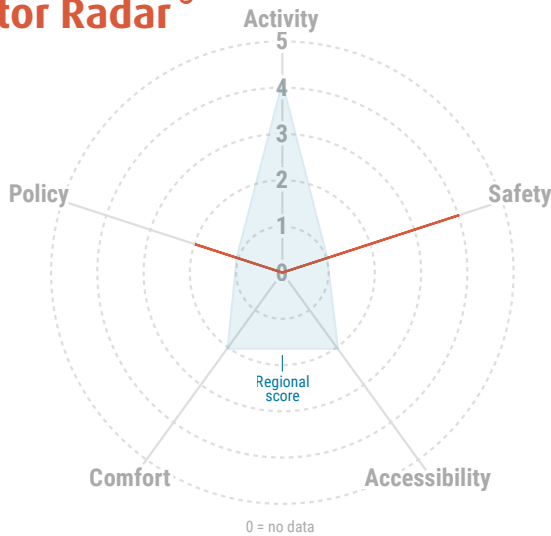
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3★ or  
above IRAP

no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



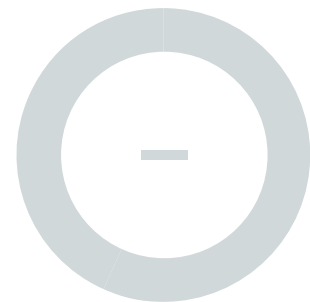
Estimated  
injuries per year

Total Deaths	100%	991	●
Pedestrians	50%	495	●
Cyclists	3%	33	●

Total Injuries	100%	223786	●
Pedestrians	43%	95542	●
Cyclists	24%	52946	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

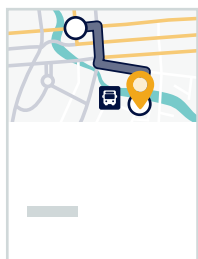


African Average  
55.9%

Global Average  
49.3%

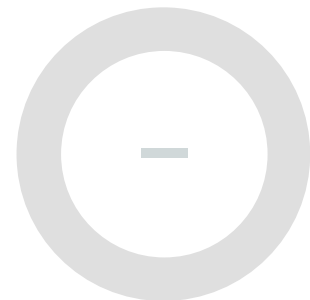
## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data is currently not available.

# Sudan

Population: 43 828 000

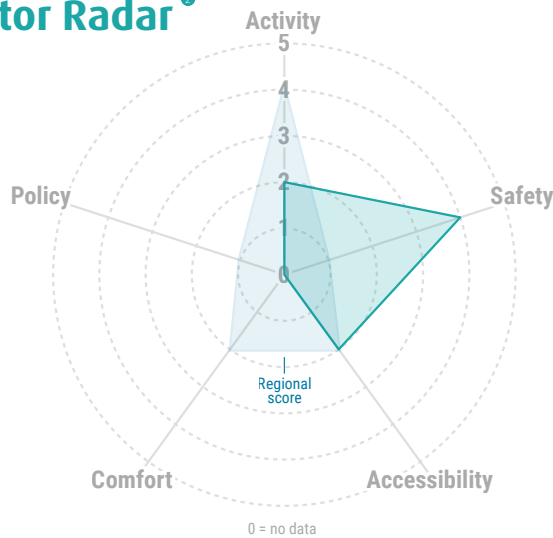
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar



## Safety



Estimated total road deaths per year



Estimated injuries per year

Total Deaths	100%	7 349
Pedestrians	23%	1 720
Cyclists	2%	113

Total Injuries	100%	436 056
Pedestrians	29%	126 404
Cyclists	14%	62 776

## Accessibility

Accessibility to Public Transport within at least 500 meters



Atbara	10.14
Bur Sudan	4.49
Al Qadiriya	18.79
Kassala	6.86
Khartoum	18.42
Sannar	5.54
Sinjah	5.6
Wad Madani	18.42

## Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

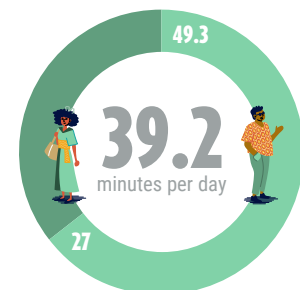
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand

Average of transport related physical activity per day



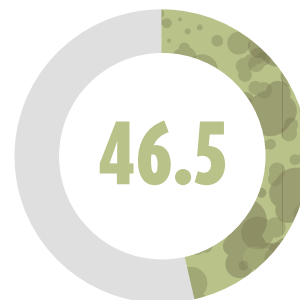
Women  
Men

African Average  
55.9%

Global Average  
49.3%

## Emissions

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road safety data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

<sup>6</sup> The WHO STEPwise demand/activity data was collected in 2016.

<sup>7</sup> Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

# Tanzania

Population: 60 772 000

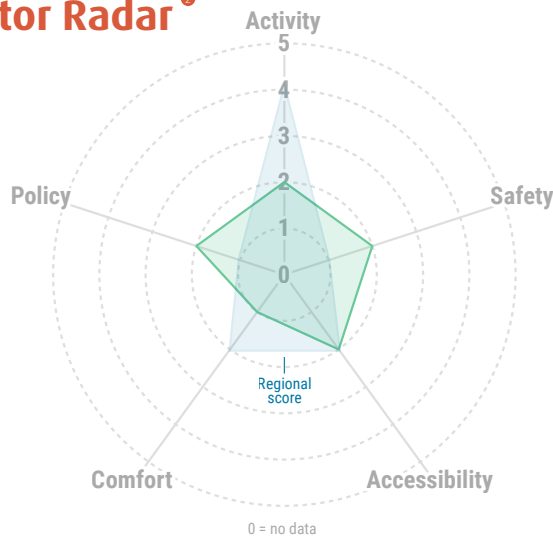
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



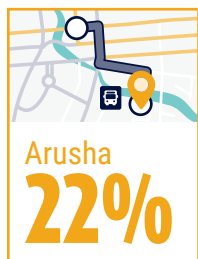
Estimated injuries per year

Total Deaths	100%	5824	<span style="color: grey;">●</span>
Pedestrians	40%	2355	<span style="color: teal;">●</span>
Cyclists	5%	304	<span style="color: teal;">●</span>

Total Injuries	100%	604 401	<span style="color: grey;">●</span>
Pedestrians	24%	147 244	<span style="color: teal;">●</span>
Cyclists	46%	276 535	<span style="color: teal;">●</span>

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Arusha 21.7

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP — 2 243km

KM of network 3★ or above IRAP ★ 71km → **3%**



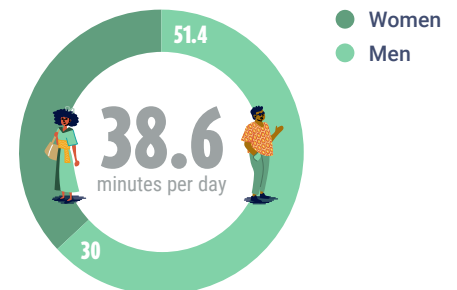
Cycling

KM of network evaluated IRAP — 1 162km

KM of network 3★ or above IRAP ★ 71km → **6%**

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

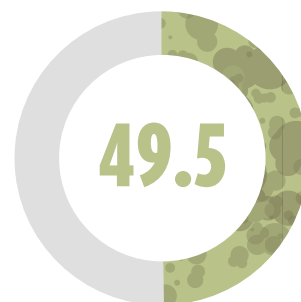


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

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<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2012.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Togo

Population: 8 342 000

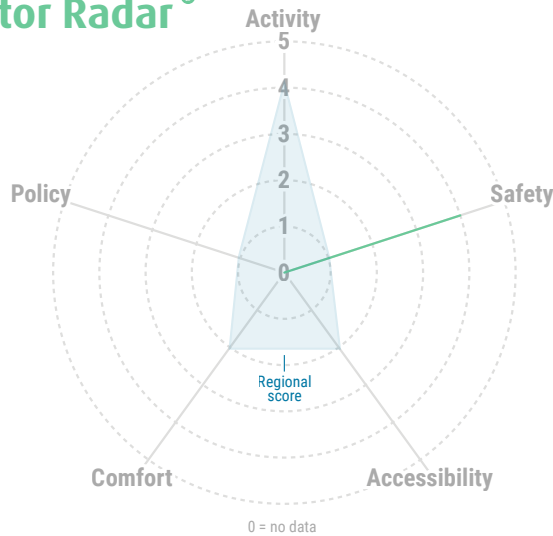
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



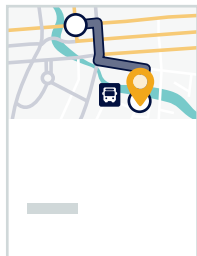
Estimated injuries per year

Total Deaths	100%	1 453	●
Pedestrians	30%	434	●
Cyclists	4%	56	●

Total Injuries	100%	233 569	●
Pedestrians	33%	77 443	●
Cyclists	23%	53 430	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

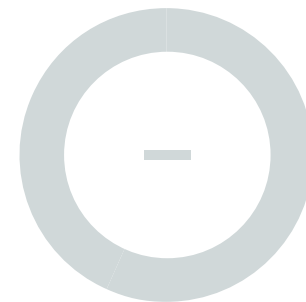
KM of network 3★ or above IRAP

no data available

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day

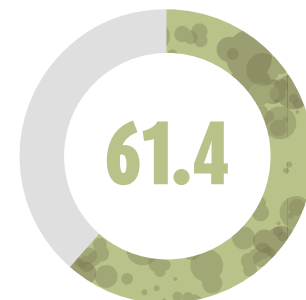


African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Tunisia

Population: 12 106 000

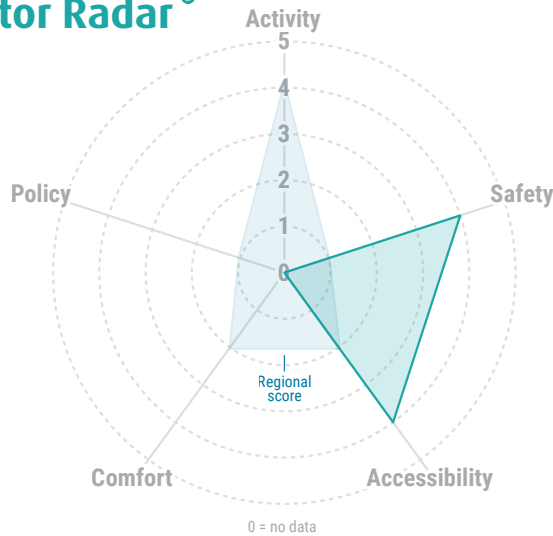
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP

no data available



Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



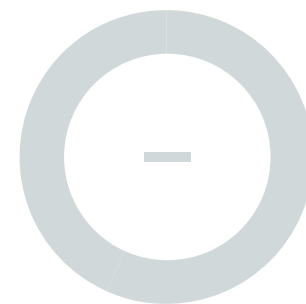
Estimated  
injuries per year

Total Deaths	100%	2 472	●
Pedestrians	26%	633	●
Cyclists	3%	76	●

Total Injuries	100%	300 624	●
Pedestrians	29%	85 869	●
Cyclists	20%	60 257	●

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

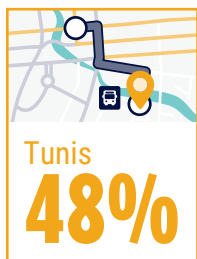


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



Banzart	16.06
Al Qayrawan	33.74
Qabis	30.22
Safaqia	17.19
Monastir	35.25
Tozeur	43.52
Tunis (includes At-Tadamun and Sukrah)	48.49
Susah	45.58

## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.



# Uganda

Population: 43 686 000

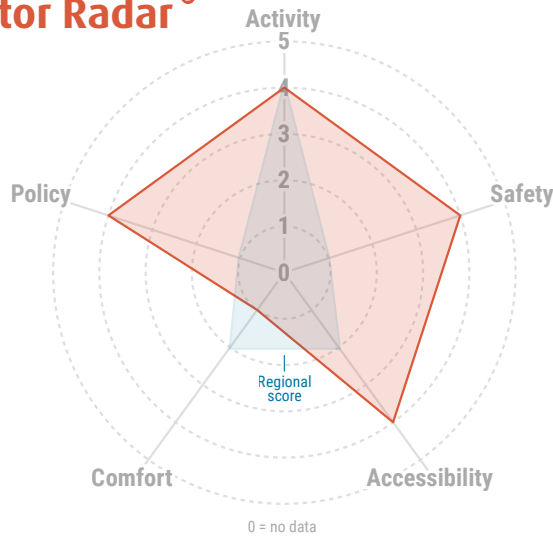
Walking and Cycling Policy: strong

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year



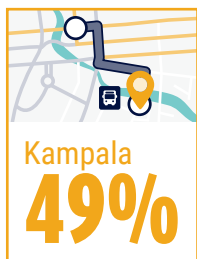
Estimated injuries per year

Total Deaths	100%	5 563	●
Pedestrians	35%	1 922	●
Cyclists	10%	532	●

Total Injuries	100%	805 284	●
Pedestrians	34%	277 696	●
Cyclists	32%	261 152	●

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Jinja	11.51
Kampala	48.66
Kasese	21.49
Ira	11.18
Gulu	14.74
Masaka	8.43
Mbale	11.6
Mbarara	16.56

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP — 1 720km

KM of network 3★ or above IRAP ★ 77km → 3%



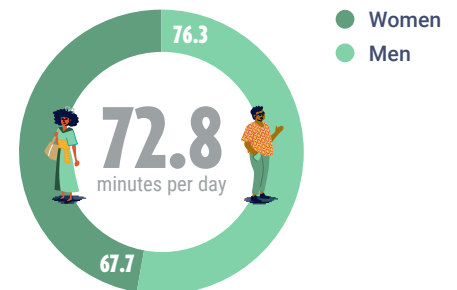
Cycling

KM of network evaluated IRAP — 1 720km

KM of network 3★ or above IRAP ★ 77km → 3%

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2014.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Zambia

Population: 18 655 000

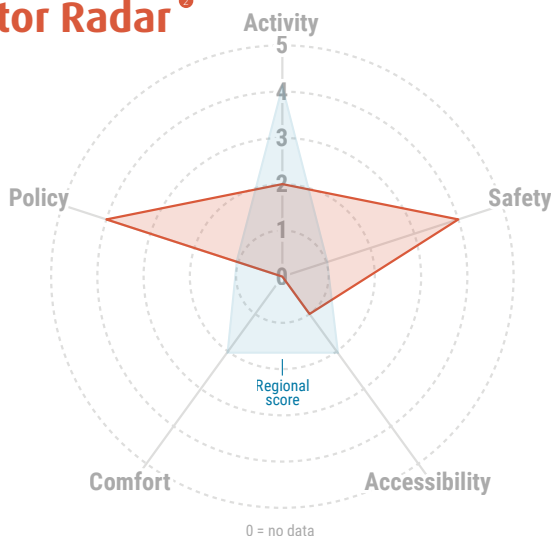
Walking and Cycling Policy: strong

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: n.a.



## Indicator Radar<sup>1</sup>



## Safety<sup>2</sup>



Estimated total road deaths per year

Total Deaths	100%	2284	
Pedestrians	49%	1119	
Cyclists	10%	233	

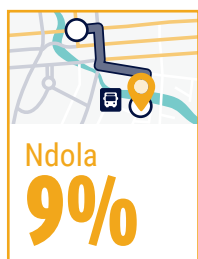


Estimated injuries per year

Total Injuries	100%	298866	
Pedestrians	41%	122819	
Cyclists	33%	97555	

## Accessibility<sup>3</sup>

Accessibility to Public Transport within at least 500 meters



Ndola 9.39

## Comfort<sup>4</sup>



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



Cycling

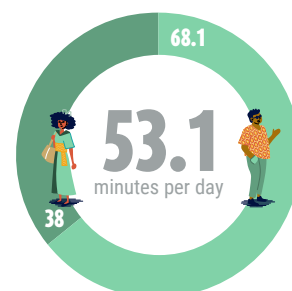
KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available

## Activity/Demand<sup>5</sup>

Average of transport related physical activity per day



Women

Men

African Average 55.9%

Global Average 49.3%

## Emissions<sup>6</sup>

Percentage of emissions from the transport sector out of total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

<sup>2</sup> The **country radar** assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habitat)", "Comfort (IRAP)" and "Policy" data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the "Walking and Cycling in Africa" Report.

<sup>3</sup> A 3 star IRAP rating is considered to be the minimally accepted level of **comfort**. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure **accessibility**.

<sup>6</sup> The WHO STEPwise **demand/activity** data was collected in 2017.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

# Zimbabwe

Population: 15 505 000

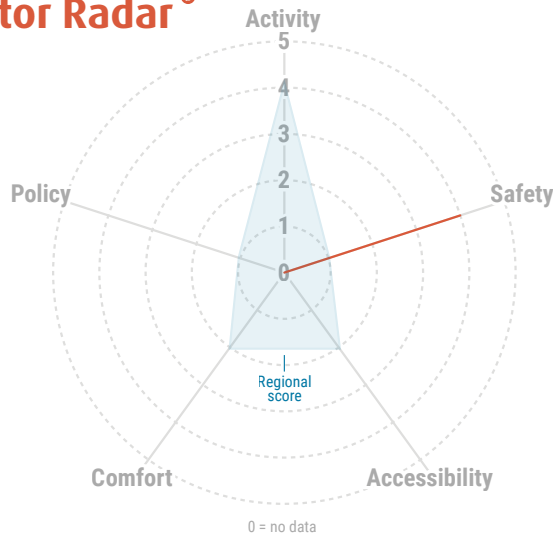
Walking and Cycling Policy: no

African Charter for Road Safety: ☐ not signed

Design standards for pedestrians /cyclists: partial



## Indicator Radar<sup>1</sup>



## Comfort<sup>2</sup>



### Walking

KM of network evaluated  
IRAP

KM of network 3★  
or above IRAP



### Cycling

KM of network evaluated  
IRAP

KM of network 3\* or  
above IRAP

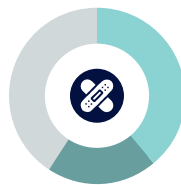
no data available

no data available

## Safety<sup>3</sup>



Estimated total  
road deaths  
per year



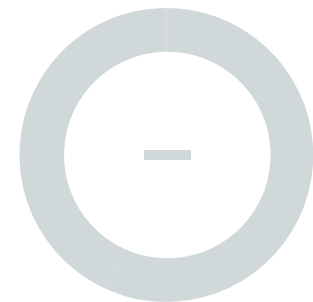
Estimated  
injuries per year

Total Deaths	100%	2553	<input type="radio"/>
Pedestrians	34%	876	<input checked="" type="radio"/>
Cyclists	4%	96	<input checked="" type="radio"/>

Total Injuries	100%	162153	<input type="radio"/>
Pedestrians	39%	63362	<input checked="" type="radio"/>
Cyclists	20%	32978	<input checked="" type="radio"/>

## Activity/Demand<sup>4</sup>

Average of transport related  
physical activity per day

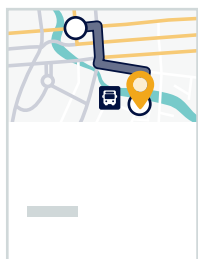


African Average  
55.9%

Global Average  
49.3%

## Accessibility<sup>5</sup>

Accessibility to Public Transport  
within at least 500 meters



## Emissions<sup>6</sup>

Percentage of emissions from  
the transport sector out of  
total emissions



<sup>1</sup> The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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<sup>4</sup> The road **safety** data was collected from the Global Burden of Disease database in 2019.

<sup>5</sup> Metadata on SDGs Indicator 11.2.1 to measure **accessibility** is not currently available.

<sup>6</sup> There is no **activity/demand** data currently available.

<sup>7</sup> **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.