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### Safety

<table>
<thead>
<tr>
<th></th>
<th>Total Deaths</th>
<th>Total Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Deaths</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>29%</td>
<td>29%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1%</td>
<td>19%</td>
</tr>
</tbody>
</table>

### Activity/Demand

#### Estimated road deaths per year
- **Women**: 41.08
- **Men**: 52.4

#### Estimated injuries per year
- **Women**: 43.1
- **Men**: 52.6

### Accessibility

**Accessibility to Public Transport within at least 500 meters**

<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Road Deaths</th>
<th>Estimated Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mila</td>
<td>15.32</td>
<td>45.08</td>
</tr>
<tr>
<td>Algiers</td>
<td>47.99</td>
<td>58.60</td>
</tr>
<tr>
<td>Blida</td>
<td>41.07</td>
<td>52.41</td>
</tr>
<tr>
<td>Annaba</td>
<td>15.38</td>
<td>45.08</td>
</tr>
<tr>
<td>Chlef</td>
<td>26.64</td>
<td>43.24</td>
</tr>
<tr>
<td>Khemis Miliana</td>
<td>43.24</td>
<td>52.61</td>
</tr>
<tr>
<td>El Khroub</td>
<td>34.07</td>
<td>45.08</td>
</tr>
<tr>
<td>Oran</td>
<td>45.08</td>
<td>52.05</td>
</tr>
<tr>
<td>Mila</td>
<td>52.41</td>
<td>60.82</td>
</tr>
<tr>
<td>M'Sila</td>
<td>50.92</td>
<td>60.82</td>
</tr>
<tr>
<td>Tolga</td>
<td>45.29</td>
<td>60.82</td>
</tr>
<tr>
<td>Tebessa</td>
<td>15.32</td>
<td>33.22</td>
</tr>
<tr>
<td>Tiaret</td>
<td>38.42</td>
<td>45.08</td>
</tr>
<tr>
<td>Algiers</td>
<td>38.42</td>
<td>52.41</td>
</tr>
</tbody>
</table>

### Comfort

#### Walking
- KM of network evaluated
- IRAP

#### Cycling
- KM of network evaluated
- IRAP

### Emissions

#### Percentage of emissions from the transport sector out of total emissions

**Estimated total road deaths per year**

- **Women**: 26.7%
- **Men**: 32.2%
Angola

**Indicator Radar**

### Safety

- Estimated total road deaths per year: 9,252
  - Total Deaths: 100%
  - Pedestrians: 39%, 3,569
  - Cyclists: 1%, 104

### Activity/Demand

- Estimated injuries per year: 525,266
  - Total Injuries: 100%
  - Pedestrians: 37%, 193,048
  - Cyclists: 19%, 102,240

### Accessibility

- Accessibility to Public Transport within at least 500 meters: 11%

### Comfort

#### Walking

- KM of network evaluated: IRAP
  - KM of network 3 or above IRAP: no data

#### Cycling

- KM of network evaluated: IRAP
  - KM of network 3 or above IRAP: no data

### Emissions

- Percentage of emissions from the transport sector out of total emissions: 30.1%

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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”.
3. 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 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.
4. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
**Benin**

**Average of transport related physical activity per day**

- **Activity**: 59.9 minutes per day
- **Safety**: 57.9 minutes per day
- **Comfort**: 56.1 minutes per day

**Activity/Demand**

- **African Average**: 55.9%
- **Global Average**: 49.3%

**Safety**

- **Estimated road deaths per year**
  - **Total Deaths**: 1,937
  - **Pedestrians**: 618
  - **Cyclists**: 83

**Accessibility**

- **Access to Public Transport within at least 500 meters**
  - **Kandy**: 28.94
  - **Djeissou**: 24.5
  - **Parakou**: 11.22
  - **Natitingou**: 25.19

**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**

**Emissions**

- **Percentage of emissions from the transport sector out of total emissions**
  - **Regional score**: 76.9

---

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**Population**: 12,467,000

**Walking and Cycling Policy**: no

**African Charter for Road Safety**: not signed

**Design standards for pedestrians/cyclists**: partial

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**Related data sources**:

- **WHO global status report on road safety 2018**
- **Walking and Cycling in Africa report**
- **iRAP, UNEP-Habitat, and the Walk21 Foundation**
**Botswana**

**Walking and Cycling Policy:** weak

**African Charter for Road Safety:** not signed

**Design standards for pedestrians/cyclists:** yes

### Indicator Radar

#### Activity/Demand

<table>
<thead>
<tr>
<th><strong>Safety</strong></th>
<th><strong>Comfort</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated total road deaths per year</td>
<td>KM of network evaluated IRAP</td>
</tr>
<tr>
<td>Total Deaths</td>
<td>KM of network 3* or above IRAP</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>KM of network evaluated IRAP</td>
</tr>
<tr>
<td>Cyclists</td>
<td>KM of network 3* or above IRAP</td>
</tr>
</tbody>
</table>

#### Comfort

- **Walking**
- **Cycling**

#### Activity/Demand

**Average of transport related physical activity per day**

<table>
<thead>
<tr>
<th><strong>Accessibility</strong></th>
<th><strong>Emissions</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated injuries per year</td>
<td>Percentage of emissions from the transport sector out of total emissions</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>51.9 minutes per day</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>Women 55.9%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>Men 49.3%</td>
</tr>
</tbody>
</table>

### Safety

- **Estimated total road deaths per year**
  - Total Deaths 100% 573
  - Pedestrians 36% 207
  - Cyclists 2% 9

### Emissions

- **% of emissions from the transport sector out of total emissions**
  - 35.5

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2. 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”.
3. 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.
4. 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.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
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

#### Activity

- **Safety**
- **Policy**
- **Comfort**
- **Accessibility**

#### Regional score

- **Activity/Demand**
- **Safety**
- **Comfort**
- **Accessibility**

- **Women**
- **Men**

#### Average of transport related physical activity per day

- **65.1 minutes per day**

#### Estimated total road deaths per year

- **Total Deaths:** 100% 5,278
- **Pedestrians:** 25% 1,334
- **Cyclists:** 6% 318

#### Estimated injuries per year

- **Total Injuries:** 100% 556,245
- **Pedestrians:** 31% 173,963
- **Cyclists:** 24% 132,925

#### 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**

#### Activity/Demand

- **Women**
- **Men**

#### Emissions

- **Percentage of emissions from the transport sector out of total emissions**

- **47.3%**

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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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5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

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1 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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3. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
4. The WHO STEPwise demand/activity data was collected in 2013.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

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### Burundi

**Population:** 12,054,000  
**Walking and Cycling Policy:** no  
**African Charter for Road Safety:** signed  
**Design standards for pedestrians/cyclists:** no

#### Indicator Radar
- **Activity/Demand Safety**
- **Comfort**
- **Accessibility**

#### Safety
- **Estimated total road deaths per year**
  - Total Deaths: 1,907 100%  
  - Pedestrians: 802 42%  
  - Cyclists: 101 5%
- **Estimated injuries per year**
  - Total Injuries: 276,549 100%  
  - Pedestrians: 102,769 37%  
  - Cyclists: 90,576 33%

#### Accessibility
- **Accessibility to Public Transport within at least 500 meters**

#### Activity/Demand
- **Average of transport-related physical activity per day**

#### Emissions
- **Percentage of emissions from the transport sector out of total emissions**

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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 were reflected as "Partial".
3. A 3 star iRAP rating is considered to be the minimum accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.
4. Road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
7. 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: signed
Design standards for pedestrians/cyclists: partial

Indicator Radar

Safety

Estimated total road deaths per year
Total Deaths 100% 46
Pedestrians 46% 21
Cyclists 4% 2

Estimated injuries per year
Total Injuries 100% 15,249
Pedestrians 38% 5,722
Cyclists 24% 3,647

Accessibility to Public Transport within at least 500 meters

Activity/Demand

Average of transport related physical activity per day

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

Activity

Safety

Emissions

Percentage of emissions from the transport sector out of total emissions

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4 The road safety data was collected from the Global Burden of Disease database in 2019.
5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6 There is no activity/demand data currently available.
7 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

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**Indicator Radar**

- **Activity/Demand Safety Comfort**
- **Emissions**
- **Accessibility**

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**Safety**

- Estimated total road deaths per year:
  - Total Deaths: 100% 6,401
  - Pedestrians: 12% 761
  - Cyclists: 3% 209

- Estimated injuries per year:
  - Total Injuries: 100% 868,012
  - Pedestrians: 22% 191,274
  - Cyclists: 22% 194,176

**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:
  - KM of network evaluated IRAP:
  - KM of network 3* or above IRAP:

**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:

**Emissions**

- Percentage of emissions from the transport sector out of total emissions:
  - Estimated total road deaths per year:
  - Estimated injuries per year:

---

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1. There is no activity/demand data currently available.

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1. The road safety data was collected from the Global Burden of Disease database in 2019.

2. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
Central African Republic

**Population:** 5,272,000

**Walking and Cycling Policy:** -

**African Charter for Road Safety:** signed

**Design standards for pedestrians /cyclists:** partial

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### Indicator Radar

**Activity/Demand**

- Average of transport related physical activity per day: 59.9

**Safety**

- Estimated total road deaths per year: 100% 3044
- Estimated injuries per year: 100% 85660

**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 -

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

**Emissions**

- Percentage of emissions from the transport sector out of total emissions: 49

---

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

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

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Chad

Indicator Radar

<table>
<thead>
<tr>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

Regional score

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical activity per day</td>
<td>59.9</td>
<td>19.1</td>
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<td>0</td>
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<table>
<thead>
<tr>
<th>Emissions</th>
<th>Percentage of emissions from the transport sector out of total emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19.1</td>
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<table>
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<tr>
<th>Activity</th>
<th>Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Deaths</td>
<td>100%</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>100%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>35%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comfort</th>
<th>Walking</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network evaluated</td>
<td>IRAP</td>
</tr>
<tr>
<td>KM of network 3* or above IRAP</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Comfort</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network evaluated</td>
<td>IRAP</td>
</tr>
<tr>
<td>KM of network 3* or above IRAP</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated total road deaths per year</td>
<td>2 575</td>
</tr>
<tr>
<td>Estimated injuries per year</td>
<td>322 693</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Accessibility</th>
<th>Accessibility to Public Transport within at least 500 meters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>35%</td>
</tr>
<tr>
<td>Cyclists</td>
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</tr>
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4 The road safety data was collected from the Global Burden of Disease database in 2019.
5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6 There is no activity/demand data currently available.
7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Comoros

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Regional score</th>
<th>Indicator Radar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td></td>
<td>Activity</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Safety</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Accessibility</td>
</tr>
</tbody>
</table>

Comoros

<table>
<thead>
<tr>
<th>Comfort</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network</td>
<td>_</td>
<td>_</td>
</tr>
<tr>
<td>evaluated</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IRAP</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>KM of network</td>
<td>_</td>
<td>_</td>
</tr>
<tr>
<td>3* or above IRAP</td>
<td>_</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Average of transport related physical activity per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Emissions</th>
<th>Percentage of emissions from the transport sector out of total emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional score</td>
<td>Regional score</td>
</tr>
</tbody>
</table>

| Poulotion:       | 798 000 |
| Walking Cycling  | no      |
| Policy           | no      |
| Road Safety      | no      |
| Design standards for pedestrians/cyclists | no |

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

2 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".

3 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, there are adjustments made 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.

4 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.

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

6 There is no activity/demand data currently available.

7 Emissions data is currently not available.

8 The road safety data was collected from the Global Burden of Disease database in 2019.

9 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

10 The road safety data was collected from the Global Burden of Disease database in 2019.
Côte d'Ivoire

**Indicator Radar**

- **Safety**
  - Estimated total road deaths per year: 3352
  - Pedestrians: 1081
  - Cyclists: 111

- **Activity/Demand**
  - Estimated injuries per year: 642,561
  - Pedestrians: 225,182
  - Cyclists: 144,103

- **Accessibility**
  - Access to Public Transport within at least 500 meters

- **Comfort**
  - **Walking**
    - KM of network evaluated: 21km
  - **Cycling**
    - KM of network 3* or above IRAP: 1.1km

**Activity and Demand**

- Average of transport related physical activity per day: 51 minutes per day
- Women: 51 minutes per day
- Men: 51 minutes per day

**Accessibility to Public Transport**

- Women: 26,478,000
- Men: 26,478,000

**Policies**

- African Charter for Road Safety: not signed
- Design standards for pedestrians/cyclists: partial

**Road Safety Data**

- Estimated total road deaths per year: 3352
- Pedestrians: 1081
- Cyclists: 111

**Total Deaths**

- 100%

**Total Injuries**

- 100%

**Women**

- 51 minutes per day

**Men**

- 51 minutes per day

**Global Average**

- 55.9%

**Regional Score**

- 26.7

---

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 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".
3 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.
4 The road safety data was collected from the Global Burden of Disease database in 2019.
5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6 The WHO STEPwise demand/activity data was collected in 2005.
7 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

Average of transport related physical activity per day

59.9

Activity/Demand

Safety

27.9

Accessibility

Regional score

Indicator Radar

Comfort

Walking

Cycling

Activity/Demand

Average of transport related physical activity per day

African Average

Global Average

Emissions

Percentage of emissions from the transport sector out of total emissions

27.9

Population: 91,332,000

Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: partial

1 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. “No” responses were met, responses are reflected as “Partial.”

2 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.

3 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 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.

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

5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

6 There is no activity/demand data currently available.

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

**Indicator Radar**

- **Activity**
  - Estimated total road deaths per year
    - Total Deaths: 100% 161
    - Pedestrians: 42% 67
    - Cyclists: 5% 8

- **Safety**
  - Estimated injuries per year
    - Total Injuries: 100% 36072
    - Pedestrians: 41% 14786
    - Cyclists: 24% 8495

- **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

- **Activity/Demand**
  - Average of transport related physical activity per day

- **Emissions**
  - Percentage of emissions from the transport sector out of total emissions

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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.
3. A 3 star iRAP rating is considered to be the minimum 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.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
7. Emissions data is currently not available.
**Egypt**

**Indicator Radar**

- **Activity**: Average of transport related physical activity per day
  - **Minutes per day**: 59.9

- **Safety**: KM of network evaluated
  - **IRAP**: 17km

- **Comfort**: KM of network 3* or above IRAP
  - **IRAP**: 1km

- **Accessibility**: Accessibility to Public Transport within at least 500 meters

- **Policy**: Regional score

**Safety**

- Estimated total road deaths per year
  - **Total Deaths**: 100% 29,490
  - **Pedestrians**: 39% 11,564
  - **Cyclists**: 1% 404

- Estimated injuries per year
  - **Total Injuries**: 100% 1,810,034
  - **Pedestrians**: 29% 519,836
  - **Cyclists**: 16% 280,687

- **Accessibility**: Percentage of emissions from the transport sector out of total emissions
  - **Women**: 18.8%
  - **Men**: 16%

- **Population**: 106,539,000

- **African Charter for Road Safety**: Not signed

- **Design standards for pedestrians/cyclists**: Partial

---

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

2. 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".

3. 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.

4. A 3 star iRAP rating is considered to be the minimally acceptable 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.

5. The road safety data was collected from the Global Burden of Disease database in 2019.

6. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

---

**Activity/Demand**

- **Average of transport related physical activity per day**
  - **Women**: 27.4 minutes per day
  - **Men**: 55.5 minutes per day

- **African Average**: 55.9%
- **Global Average**: 49.3%

---

**Emissions**

- Percentage of emissions from the transport sector out of total emissions
  - **Women**: 18.8%
  - **Men**: 16%

---

1. The WHO STEPwise demand/activity data was collected in 2017.

2. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

3. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
Equatorial Guinea

Indicator Radar

**Safety**
- Estimated total road deaths per year
  - Total Deaths: 100% 281
  - Pedestrians: 35% 98
  - Cyclists: 3% 3

**Activity/Demand**
- Average of transport related physical activity per day
  - African Average: 55.9%
  - Global Average: 49.3%

**Activity/Demand**

**Accessibility**
- Accessibility to Public Transport within at least 500 meters

**Comfort**
- Walking
  - KM of network evaluated
  - KM of network 3* or above IRAP
- Cycling
  - KM of network evaluated
  - KM of network 3* or above IRAP

**Emissions**
- Percentage of emissions from the transport sector out of total emissions
  - 11.5%

---

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 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.
3 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.
4 The road safety data was collected from the Global Burden of Disease database in 2019.
5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6 There is no activity/demand data currently available.
7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Eritrea

**Average of transport related physical activity per day**

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Regional score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
<td>59.9%</td>
</tr>
<tr>
<td>Safety</td>
<td>26.7%</td>
</tr>
</tbody>
</table>

**Accessibility to Public Transport within at least 500 meters**

<table>
<thead>
<tr>
<th>Network evaluated</th>
<th>KM of network evaluated IRAP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IRAP</td>
</tr>
<tr>
<td></td>
<td>KM of network 3* or above IRAP</td>
</tr>
</tbody>
</table>

**Activity/Demand**

Average of transport related physical activity per day

- **Walking**
  - Estimated total road deaths per year
    - Total Deaths: 100% 1119
    - Pedestrians: 43% 480
    - Cyclists: 5% 51
  
- **Cycling**
  - Estimated injuries per year
    - Total Injuries: 100% 172372
    - Pedestrians: 42% 73154
    - Cyclists: 25% 42510

**Safety**

- **Estimated total road deaths per year**
  - Total Deaths: 100% 1119
  - Pedestrians: 43% 480
  - Cyclists: 5% 51

**Accessibility**

- **Walking and Cycling Policy**
  - African Charter for Road Safety: not signed
  - Design standards for pedestrians/cyclists: yes

**Comfort**

<table>
<thead>
<tr>
<th>KM of network evaluated</th>
<th>IRAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network 3* or above IRAP</td>
<td></td>
</tr>
</tbody>
</table>

**Emissions**

Percentage of emissions from the transport sector out of total emissions

- **Emissions**
  - 26.7%

---

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

2 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. 20mph 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”.

3 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.

4 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.

5 The road safety data was collected from the Global Burden of Disease database in 2019.

6 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by Iota and the SLOCAT Partnership.

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- **Population**: 3 524 000
- **African Charter for Road Safety**: not signed
- **Design standards for pedestrians/cyclists**: yes
**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

- **Activity/Demand Safety Comfort Accessibility**
- **Regional score**

### Safety

- **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

### Accessibility

**Accessibility to Public Transport within at least 500 meters**

### Activity/Demand

**Average of transport related physical activity per day**

- **African Average:** 55.9%
- **Global Average:** 49.3%

### 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

### Emissions

**Percentage of emissions from the transport sector out of total emissions**

- **33.3%**

---

1. The strength of policy is indicated by whether action plans are funded with time-bound targets and clear performance metrics.
2. 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”.
3. 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 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.
4. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
5. There is no activity/demand data currently available.
6. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IADB and the SLOCAT Partnership.
Ethiopia

**African Charter for Road Safety:** not signed

**Design standards for pedestrians/cyclists:** partial

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**Indicator Radar**

- **Activity/Demand**
  - KM of network evaluated IRAP: 135km
  - KM of network 3* or above IRAP: 17km

- **Safety**
  - Estimated total road deaths per year: 9211
  - Estimated injuries per year: 1798043
  - Total Deaths: 100%
  - Total Injuries: 100%
  - Pedestrians: 43%
  - Pedestrians: 34%
  - Cyclists: 4%
  - Cyclists: 34%

- **Accessibility**
  - Average of transport related physical activity per day:
    - Women: 36 minutes per day
    - Men: 30.9 minutes per day

- **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

- **Emissions**
  - Percentage of emissions from the transport sector out of total emissions:
    - African Average: 55.9%
    - Global Average: 49.3%

---

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

2. 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”.

3. The road safety data was collected from the Global Burden of Disease database in 2019.

4. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

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[Diagram and tables with specific data and metrics related to transport-related activity, safety, accessibility, and emissions in Ethiopia.]
Poulation: 2,268,000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: no

Gabon

Indicator Radar

Safety

Estimated total road deaths per year
Total Deaths 100% 519
Pedestrians 34% 174
Cyclists 2% 9

Estimated injuries per year
Total Injuries 100% 41,380
Pedestrians 34% 14,142
Cyclists 18% 7,587

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

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
24.1

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

2 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 “F” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.

3 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 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.

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

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

6 There is no activity/demand data currently available.

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

**Poulation:** 2,541,000
**Walking and Cycling Policy:** weak
**African Charter for Road Safety:** not signed
**Design standards for pedestrians/cyclists:** partial

### Indicator Radar

- **Activity/Demand**
  - Average of transport related physical activity per day: 59.9

- **Safety**
  - Estimated total road deaths per year: 100% 258
  - Estimated injuries per year: 100% 43,919

- **Accessibility**
  - Accessibility to Public Transport within at least 500 meters:
    - Total Deaths: 100% 258
    - Pedestrians: 34% 87
    - Cyclists: 3% 8

### Comfort

- **Walking**
  - KM of network evaluated IRAP: 0
  - KM of network 3* or above IRAP: 0

- **Cycling**
  - KM of network evaluated IRAP: 0
  - KM of network 3* or above IRAP: 0

### Activity/Demand

- Average of transport related physical activity per day:
  - Regional: 59.9
  - African Average: 55.9%
  - Global Average: 49.3%

### Emissions

- Percentage of emissions from the transport sector out of total emissions:
  - There is no activity/demand data currently available.
  - Emissions data is currently not available.

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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”.
3. 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.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
**Ghana**

**Indicator Radar**

- Activity
- Safety
- Comfort
- Policy
- Accessibility

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% (5805)
  - Pedestrians: 43% (2485)
  - Cyclists: 5% (267)

**Activity/Demand**

- Estimated injuries per year
  - Total Injuries: 100% (1155577)
  - Pedestrians: 42% (483697)
  - Cyclists: 21% (247847)

**Accessibility**

- Accessibility to Public Transport within at least 500 meters
  - Accra: 52%

**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: —

**Activity**

- Average of transport related physical activity per day
  - Regional score: no data available

**Emissions**

- Percentage of emissions from the transport sector out of total emissions
  - African Average: 55.9%
  - Global Average: 49.3%

---

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

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5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

6 There is no activity/demand data currently available.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IETA and the SLOCAT Partnership.
Guinea

**Poulation:** 13 042 000
**Walking and Cycling Policy:** no
**African Charter for Road Safety:** signed
**Design standards for pedestrians/cyclists:** no

### Indicator Radar

#### Activity/Demand

<table>
<thead>
<tr>
<th>Indicator</th>
<th>African Average</th>
<th>Global Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Activity/Demand</td>
<td>55.9%</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

#### Safety

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Percentage of emissions from the transport sector out of total emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emissions</td>
<td>45.6%</td>
</tr>
</tbody>
</table>

#### Comfort

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Percentage of emissions from the transport sector out of total emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>100%</td>
</tr>
<tr>
<td>Cycling</td>
<td>100%</td>
</tr>
</tbody>
</table>

---

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The WHO STEPwise demand/activity data was collected in 2015.

Emissions data has been collected from the “Tracker of Climate Strategies for Transport” jointly developed by GIZ and the SLOCAT Partnership.
Lesotho

Indicator Radar

Safety

Activity

Comfort

Accessibility

Activity/Demand

Emissions

Poulation: 2 240 000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: no

<table>
<thead>
<tr>
<th>Safety</th>
<th>Estimated total road deaths per year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Deaths 100% 923</td>
</tr>
<tr>
<td></td>
<td>Pedestrians 40% 368</td>
</tr>
<tr>
<td></td>
<td>Cyclists 1% 12</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Average of transport related physical activity per day</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Regional Average 55.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Accessibilty</th>
<th>Accessibility to Public Transport within at least 500 meters</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Emissions</th>
<th>Percentage of emissions from the transport sector out of total emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>49.3</td>
</tr>
</tbody>
</table>

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Liberia

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Deaths</td>
<td>100%</td>
<td>503</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>33%</td>
<td>168</td>
</tr>
<tr>
<td>Cyclists</td>
<td>3%</td>
<td>16</td>
</tr>
</tbody>
</table>

<table>
<thead>
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<th>Safety</th>
</tr>
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</tr>
<tr>
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<table>
<thead>
<tr>
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</tr>
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<tr>
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<table>
<thead>
<tr>
<th>Comfort</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
</tr>
<tr>
<td>KM of network evaluated IRAP</td>
</tr>
<tr>
<td>KM of network 3* or above IRAP</td>
</tr>
<tr>
<td>Cycling</td>
</tr>
<tr>
<td>KM of network evaluated IRAP</td>
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**Libya**

### Population:
6,612,000

### Walking and Cycling Policy:
- **Not signed**

### African Charter for Road Safety:
- **Not signed**

### Design standards for pedestrians/cyclists:
- **Partial**

---

**Indicator Radar**

**Activity/Demand**

- **Estimated total road deaths per year**
  - **Total Deaths**: 100% 2,155
  - **Pedestrians**: 29% 626
  - **Cyclists**: 1% 21

- **Estimated injuries per year**
  - **Total Injuries**: 100% 163,920
  - **Pedestrians**: 29% 48,257
  - **Cyclists**: 17% 27,642

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**

**Safety**

- **Walking**
  - **Estimated total road deaths per year**
  - **Total Deaths**: 100% 2,155
  - **Pedestrians**: 29% 626
  - **Cyclists**: 1% 21

- **Cycling**
  - **Estimated injuries per year**
  - **Total Injuries**: 100% 163,920
  - **Pedestrians**: 29% 48,257
  - **Cyclists**: 17% 27,642

- **Activity/Demand**
  - **Average of transport related physical activity per day**

- **Emissions**
  - **Percentage of emissions from the transport sector out of total emissions**

---

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---

**Policy**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Regional score**
  - **Indicator Radar**
  - **Total Deaths**: 100% 2,155
  - **Pedestrians**: 29% 626
  - **Cyclists**: 1% 21

- **Total Injuries**: 100% 163,920
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---

**Population**

- **Total Population**: 6,612,000

**African Charter for Road Safety**

- **Not signed**

**Design standards for pedestrians/cyclists**

- **Partial**

---

**Walking and Cycling Policy**

- **Not signed**

---

**Activity/Demand**

- **Average of transport related physical activity per day**

- **Emissions**
  - **Percentage of emissions from the transport sector out of total emissions**

---

**Policy**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Regional score**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**

---

**Safety**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Policy**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Regional score**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**

---

**Safety**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

---

**Regional score**

- **Walking**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1

- **Cycling**
  - KM of network evaluated 1
  - KM of network 3* or above IRAP 1
Madagascar

**Average of transport related physical activity per day**

- **Safety**
  - 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

**Accessibility**

Accessibility to Public Transport within at least 500 meters

- Taolanaro
  - 74%

**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

**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
  - 29.3%

---

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5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. There is no activity/demand data currently available.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IPIECA and the SLOCAT Partnership.
Malawi

Indicator Radar

Safety

Activity/Demand

Accessibility

Comfort

Emissions

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6 The WHO STEPwise demand/activity data was collected in 2009.

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

- **African Average**: 32%
- **Global Average**: 27.5%

### Safety

**Estimated total road deaths per year**

- **Total Deaths**: 100% 2757
- **Pedestrians**: 32% 894
- **Cyclists**: 3% 69

**Estimated injuries per year**

- **Total Injuries**: 100% 410722
- **Pedestrians**: 35% 144852
- **Cyclists**: 23% 95307

### Accessibility

**Accessibility to Public Transport within at least 500 meters**

- **Bamako**: 65%

### 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**

### Summary

- **Population**: 20,887,000
- **African Charter for Road Safety**: ratified
- **Design standards for pedestrians/cyclists**: partial

---

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5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
7. There is no activity/demand data currently available.
8. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by Ecofys and the SLOCAT Partnership.
Mauritania

**Average of transport related physical activity per day**

- 59.9 minutes per day

**Activity/Demand**

- Total Deaths: 100% 835
- Total Injuries: 100% 130 020
- Pedestrians: 25% 206
- Pedestrians: 34% 44 457
- Cyclists: 2% 17
- Cyclists: 17% 22 299

**Accessibility**

Percentage of emissions from the transport sector out of total emissions

- 17.8

**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

**Emissions**

- Estimated total road deaths per year: 835
- Estimated injuries per year: 130 020
- Pedestrians: 206
- Pedestrians: 44 457
- Cyclists: 17
- Cyclists: 22 299

**Safety**

- 59.9%

**Population:** 4 441 000

**Walking and Cycling Policy:** Weak

**African Charter for Road Safety:** + signed

**Design standards for pedestrians /cyclists:** No

---

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Mauritius

**Indicator Radar**

- **Activity**
- **Safety**
- **Comfort**
- **Accessibility**

- **Regional score**

**Safety**

- Estimated total road deaths per year
- Total Deaths: 100% 164
- Pedestrians: 27% 45
- Cyclists: 5% 8

**Activity/Demand**

- Estimated injuries per year
- Total Injuries: 100% 41265
- Pedestrians: 17% 6927
- Cyclists: 10% 4148

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

- **Regional score**

**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

**Emissions**

- Percentage of emissions from the transport sector out of total emissions

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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 were reflected as “Partial”.
3. 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, those 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.
4. 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.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
7. There is no activity/demand data currently available.
8. Emissions data is currently not available.
Morocco

**Activity/Demand**

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity</th>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minutes per day</td>
<td>56.7</td>
<td>70.3</td>
</tr>
</tbody>
</table>

**Safety**

Estimated total road deaths per year

<table>
<thead>
<tr>
<th>Total Deaths</th>
<th>100%</th>
<th>9,183</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>32%</td>
<td>2,967</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1%</td>
<td>87</td>
</tr>
</tbody>
</table>

**Accessibility**

Accessibility to Public Transport within at least 500 meters

| Marrakesh | 74% |

**Comfort**

Walking

KM of network evaluated IRAP

<table>
<thead>
<tr>
<th></th>
<th>_____</th>
</tr>
</thead>
</table>

KM of network 3* or above IRAP

<table>
<thead>
<tr>
<th></th>
<th>_____</th>
</tr>
</thead>
</table>

Cycling

KM of network evaluated IRAP

<table>
<thead>
<tr>
<th></th>
<th>_____</th>
</tr>
</thead>
</table>

KM of network 3* or above IRAP

<table>
<thead>
<tr>
<th></th>
<th>_____</th>
</tr>
</thead>
</table>

**Emissions**

Percentage of emissions from the transport sector out of total emissions

23.2

---

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

2 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.

3 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.

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

5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

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

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

---

*Average of transport related physical activity per day*
Mozambique

**Average of transport related physical activity per day**

- **Regional score**: 
  - **Activity/Demand**: 59.9
  - **Safety**: 51.1
  - **Comfort**: 55.9
  - **Emissions**: 55.9

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**
  - Alto Molocue: 54%
  - Beira: 7.85
  - Gobe: 31.63
  - Mocuba: 25.56
  - Pemba: 45.97
  - Mocuba: 41.13
  - Manica: 49.45
  - Maputo: 52.18
  - Nacala Porto: 26.26
  - Nampula: 10.37

**Safety**

- **Estimated total road deaths per year**
  - Total Deaths: 100% 4 979
  - Pedestrians: 58% 2 905
  - Cyclists: 5% 225

- **Estimated injuries per year**
  - Total Injuries: 100% 842 885
  - Pedestrians: 46% 391 940
  - Cyclists: 25% 212 094

**Activity/Demand**

- **Average of transport related physical activity per day**
  - African Average: 55.9%
  - Global Average: 49.3%

**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: ___

**Emissions**

- **Percentage of emissions from the transport sector out of total emissions**
  - 51.1%

---

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

2 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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4 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.

5 The road safety data was collected from the Global Burden of Disease database in 2019.

6 There is no activity/demand data currently available.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IEF and the SLOCAT Partnership.
Namibia

**Indicator Radar**

- **Activity**
  - Regional score

- **Policy**

- **Safety**

- **Comfort**

- **Accessibility**
  - Accessibility to Public Transport within at least 500 meters

**Safety**

- Estimated total road deaths per year:
  - Total Deaths: 100% 574
  - Pedestrians: 39% 224
  - Cyclists: 2% 9

- Estimated injuries per year:
  - Total Injuries: 100% 50,184
  - Pedestrians: 42% 20,944
  - Cyclists: 16% 8,193

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

**Activity/Demand**

- Average of transport related physical activity per day

**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

**Emissions**

- Percentage of emissions from the transport sector out of total emissions

---

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

2 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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4 The road safety data was collected from the Global Burden of Disease database in 2019.

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

6 There is no activity/demand data currently available.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IUCN and the SLOCAT Partnership.
Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Women</td>
<td>100%</td>
<td>100%</td>
<td>59.9%</td>
</tr>
<tr>
<td>Men</td>
<td>100%</td>
<td>100%</td>
<td>57.6%</td>
</tr>
<tr>
<td>Women</td>
<td>29%</td>
<td>34%</td>
<td>55.9%</td>
</tr>
<tr>
<td>Men</td>
<td>3%</td>
<td>25%</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

Accessibility to Public Transport within at least 500 meters

- **Niger**
  - **Population:** 23,882,000
  - **Walking and Cycling Policy:** no
  - **African Charter for Road Safety:** not signed
  - **Design standards for pedestrians/cyclists:** yes

- **Zone Data**
  - **Zinder:** 31%
  - **Agadez:** 17.23
  - **Dosso:** 9
  - **Niamey:** 12.5
  - **Maradi:** 16.3
  - **Zinder:** 31.83

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

2. 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." 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.

3. 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.

4. The WHO STEPwise approach data was collected in 2007.

5. Emissions data has been collected from the Transport and Urban Mobility or Traffic Survey jointly developed by GIZ and the SLOCAT Partnership.

6. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
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., 20mph 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”.

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.

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.

The road safety data was collected from the Global Burden of Disease database in 2019.

The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

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

There is no activity/demand data currently available.

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 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.
3 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.
4 The road safety data was collected from the Global Burden of Disease database in 2019.
5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6 There is no activity/demand data currently available.
7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
Republic of the Congo

**Indicator Radar**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Safety</th>
<th>Policy</th>
<th>Comfort</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Safety**

- Estimated total road deaths per year:
  - Total Deaths: 100% 29542
  - Pedestrians: 40% 11860
  - Cyclists: 1% 207

- Estimated injuries per year:
  - Total Injuries: 100% 1453649
  - Pedestrians: 40% 585946
  - Cyclists: 20% 296015

**Accessibility**

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>Population: 5635000</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Charter for Road Safety: not signed</td>
</tr>
<tr>
<td>Design standards for pedestrians/cyclists: partial</td>
</tr>
</tbody>
</table>

**Comfort**

- **Walking**
  - KM of network evaluated
  - KM of network 3* or above IRAP

- **Cycling**
  - KM of network evaluated
  - KM of network 3* or above IRAP

**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

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

2 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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4 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.

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

6 There is no activity/demand data currently available.

7 Emissions data is currently not available.
Rwanda

**Indicator Radar**

- **Activity**: 5
- **Policy**: 3
- **Safety**: 1
- **Regional Score**: 2
- **Accessibility**: 0

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% 2,401
  - Pedestrians: 47% 1,134
  - Cyclists: 9% 224

**Activity/Demand**

- Average of transport related physical activity per day
  - Women: 73.9 minutes per day
  - Men: 86.8 minutes per day
  - African Average: 55.9%
  - Global Average: 49.3%

**Accessibility**

- Accessibility to Public Transport within at least 500 meters
  - Bujumbura: 28.89
  - Gitega: 33.09
  - Gitarama: 12.8
  - Kayanza: 28.85
  - Kigali: 26.93
  - Nyanza: 24.16
  - Ruhengeri: 20.04

**Comfort**

- Walking
  - KM of network evaluated
  - KM of network 3* or above IRAP

- Cycling
  - KM of network evaluated
  - KM of network 3* or above IRAP

**Emissions**

- Percentage of emissions from the transport sector out of total emissions
  - Rwandan Average: 41.7%

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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.
3. A 5 star iRAP rating is considered to be the minimally acceptable 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.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The WHO STEPwise demand/activity data was collected in 2012.
7. 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.
8. The WHO STEPwise demand/activity data has been collected in 2012.

---

**Population**: 12,987,000

- **Walking and Cycling Policy**: some level
- **African Charter for Road Safety**: not signed
- **Design standards for pedestrians /cyclists**: yes
**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

- **Activity/Demand**
  - Average transport-related physical activity per day: 59.9
  - Emissions: 59.9%

- **Safety**
  - Estimated total road deaths per year:
    - Total Deaths: 100% (21)
    - Pedestrians: 33% (7)
    - Cyclists: 5% (1)
  - Estimated injuries per year:
    - Total Injuries: 100% (5,217)
    - Pedestrians: 35% (1,832)
    - Cyclists: 21% (1,096)

- **Accessibility**
  - Average of transport-related physical activity per day: 59.9%

### 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: __________

### Activity/Demand

- **African Average:** 55.9%
- **Global Average:** 49.3%

### Emissions

- **Percentage of emissions from the transport sector out of total emissions:**

---

1. The strength of policy is indicated by whether action plans are funded with time-bound targets and clear performance metrics.
2. 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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4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
7. Emissions data is currently not available.
Senegal

**Indicators Radar**

- **Activity**
- **Safety**
- **Comfort**
- **Accessibility**

**Average of transport related physical activity per day**

- **Walking**
  - KM of network evaluated: 165km
  - KM of network 3* or above IRAP: 85km → 51%

- **Cycling**
  - KM of network evaluated: 165km
  - KM of network 3* or above IRAP: 85km → 51%

**Accessibility to Public Transport within at least 500 meters**

<table>
<thead>
<tr>
<th>City</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar</td>
<td>62.98</td>
<td>32.7</td>
</tr>
<tr>
<td>Kaolack</td>
<td>20.58</td>
<td></td>
</tr>
<tr>
<td>Diorbi</td>
<td>32.35</td>
<td></td>
</tr>
<tr>
<td>Louga</td>
<td>38.7</td>
<td></td>
</tr>
<tr>
<td>Mbour</td>
<td>38.87</td>
<td></td>
</tr>
<tr>
<td>Touba</td>
<td>58.69</td>
<td></td>
</tr>
<tr>
<td>Ziguinchor</td>
<td>22.39</td>
<td></td>
</tr>
<tr>
<td>Thies</td>
<td>35.51</td>
<td></td>
</tr>
</tbody>
</table>

**Safety**

- Estimated total road deaths per year
- Total Deaths: 100% 1 822
- Pedestrians: 34% 627
- Cyclists: 2% 32

**Activity/Demand**

- Estimated injuries per year
- Total Injuries: 100% 360 325
- Pedestrians: 35% 125 725
- Cyclists: 22% 79 086

**Accessibility**

- Percentage of emissions from the transport sector out of total emissions

**Emissions**

- African Average: 55.9%
- Global Average: 49.3%

**Policy**

- 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. 20mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic.
- “Partial” responses are reflected as “Lack of data” or “Not available”. 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.

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 (I-RAP)” and “Policy” data from African countries to benchmark performance.

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**Regional score**

<table>
<thead>
<tr>
<th>City</th>
<th>Regional score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar</td>
<td>62.98</td>
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<td>Kaolack</td>
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<tr>
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</tr>
<tr>
<td>Louga</td>
<td></td>
</tr>
<tr>
<td>Mbour</td>
<td></td>
</tr>
<tr>
<td>Touba</td>
<td></td>
</tr>
<tr>
<td>Ziguinchor</td>
<td></td>
</tr>
<tr>
<td>Thies</td>
<td></td>
</tr>
</tbody>
</table>

**Regional population**

- Dakar: 16 215 000

**African Charter for Road Safety**

- Not signed

**Design standards for pedestrians/cyclists**

- No

**Road safety data**

- Estimated injuries per year

- Estimated total road deaths per year

- Road safety data was collected from the Global Burden of Disease database in 2019.

**Metadata on SDGs Indicator 11.2.1**

- 2020

**2020 Metadata on SDGs Indicator 11.2.1**

- There is no activity/demand data currently available.

**Emissions**

- The road safety data was collected from the Global Burden of Disease database in 2019.

**3 star IRAP rating**

- 3 star IRAP rating is considered to be the minimum 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.

**43**
Seychelles

Average of transport related physical activity per day

59.9

Accessibility to Public Transport within at least 500 meters

0

Policy

Safety

Comfort

Activity/Demand

Emissions

Seychelles

Indicator Radar

Regional score

Policy

Safety

Activity

Comfort

Accessibility

Total Deaths

100%

16

Pedestrians

31%

5

Cyclists

6%

1

Total Injuries

100%

3130

Pedestrians

22%

678

Cyclists

16%

496

Data

Population: 105,000
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: yes

Safety

Estimated total road deaths per year

Pedestrians

Cyclists

Activity/Demand

Estimated injuries per year

Pedestrians

Cyclists

Activity

Safety

Comfort

Accessibility

Total Deaths

100%

16

Pedestrians

31%

5

Cyclists

6%

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Total Injuries

100%

3130

Pedestrians

22%

678

Cyclists

16%

496

Accessibility to Public Transport within at least 500 meters

0

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.”

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, those 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.

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

Estimated total road deaths per year

Pedestrians

Cyclists

Activity/Demand

Estimated injuries per year

Pedestrians

Cyclists

Activity

Safety

Comfort

Accessibility

Total Deaths

100%

16

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5

Cyclists

6%

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Total Injuries

100%

3130

Pedestrians

22%

678

Cyclists

16%

496

Accessibility to Public Transport within at least 500 meters

0

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

The road safety data was collected from the Global Burden of Disease database in 2019.

Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

Emissions data is currently not available.
Average of transport related physical activity per day

- **Women**
  - Estimated total road deaths per year: 1,492
  - Total Deaths: 100%
  - Estimated injuries per year: 203,166
  - Total Injuries: 100%
  - Pedestrians: 25%
  - Pedestrians: 51,114
  - Cyclists: 22%
  - Cyclists: 44,981

- **Men**
  - Estimated total road deaths per year: —
  - Total Deaths: —%
  - Estimated injuries per year: —
  - Total Injuries: —%
  - Pedestrians: —
  - Pedestrians: —
  - Cyclists: —
  - Cyclists: —

**Activity/Demand**

- **Women**
  - Average of transport related physical activity per day: 25
  - Minutes per day:
    - Women: 24
    - Men: 26

- **Men**
  - Average of transport related physical activity per day: 55.9%
  - Global Average: 49.3%

**Emissions**

- Percentage of emissions from the transport sector out of total emissions: 44.3%

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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”.
3. 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.
4. A 3 star iRAP rating is considered to be the minimum 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.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
**Somalia**

**Indicator Radar**

- **Activity**
  - Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic.

- **Safety**
  - Managing speed to safe system outcomes (e.g., 20 mph or 30 km/h).

- **Accessibility**
  - Pedestrians: 39%
  - Cyclists: 6%

**Average of transport related physical activity per day**

- **Regional score**
  - Activity/Demand: 59.9
  - Safety: 46

**Emissions**

- Percentage of emissions from the transport sector out of total emissions

**Safety**

- 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**

- 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

**Activity/Demand**

- Average of transport related physical activity per day

**Emissions**

- Percentage of emissions from the transport sector out of total emissions

---

1. The strength of policy is indicated by whether action plans are funded with time-bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists are 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”.
3. The road safety data was collected from the Global Burden of Disease database in 2019.
4. Metadata on SDG Indicator 11.2.1 to measure accessibility is not currently available.
Poulation: 58 466 000
Walking and Cycling Policy: some level
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: partial

**South Africa**

### Indicator Radar

#### Activity

<table>
<thead>
<tr>
<th>Safety</th>
<th>Activity</th>
<th>Comfort</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>21%</td>
<td>59.9</td>
<td>55.9</td>
<td>54.7</td>
</tr>
<tr>
<td>21%</td>
<td>59.9</td>
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</tr>
<tr>
<td>21%</td>
<td>59.9</td>
<td>55.9</td>
<td>54.7</td>
</tr>
</tbody>
</table>

**Walking**

- KM of network evaluated IRAP: 3410km → 2%
- KM of network 3 or above IRAP: 56km

**Cycling**

- KM of network evaluated IRAP: 1160km → 5%
- KM of network 3* or above IRAP: 56km

**Activity/Demand**

- Average of transport related physical activity per day: 59.9%
- Estimated total road deaths per year: 19 239
  - Pedestrians: 31% 5 881
  - Cyclists: 1% 164

**Accessibility**

- Accessibility to Public Transport within at least 500 meters: 21%

**Emissions**

- Percentage of emissions from the transport sector out of total emissions: 11.3%

---

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2. 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.
3. 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.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by Iita and the SLOCAT Partnership.
7. There is no activity/demand data currently available.

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5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by Iita and the SLOCAT Partnership.
7 There is no activity/demand data currently available.
South Sudan

**Indicator Radar**

- **Activity**: 59.9
- **Safety**: -
- **Comfort**: -
- **Accessibility**: 0

**Safety**

- Estimated total road deaths per year:
  - Total Deaths: 100% 991
  - Pedestrians: 50% 495
  - Cyclists: 3% 33

**Accessibility**

Accessibility to Public Transport within at least 500 meters

**Activity/Demand**

Estimated injuries per year:

- Total Injuries: 100% 223786
  - Pedestrians: 43% 95542
  - Cyclists: 24% 52946

**Comfort**

- **Walking**
  - KM of network evaluated
  - KM of network ≥ 3 or above IRAP

- **Cycling**
  - KM of network evaluated
  - KM of network ≥ 3 or above IRAP

**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

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

2 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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4 The road safety data was collected from the Global Burden of Disease database in 2019.

5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

6 There is no activity/demand data currently available.

7 Emissions data is currently not available.

---

**Population**: 10,545,000

**Walking and Cycling Policy**: weak

**African Charter for Road Safety**: not signed

**Design standards for pedestrians/cyclists**: partial
**Sudan**

**Average of transport related physical activity per day**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Demand</th>
<th>Safety</th>
<th>Comfort</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>59.9</td>
<td>49.3</td>
<td>27</td>
<td>39.2</td>
<td></td>
</tr>
</tbody>
</table>

**Activity/Demand**

*Estimated total road deaths per year*

<table>
<thead>
<tr>
<th>Total Deaths</th>
<th>100%</th>
<th>7,349</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>23%</td>
<td>1,720</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
<td>113</td>
</tr>
</tbody>
</table>

*Estimated injuries per year*

<table>
<thead>
<tr>
<th>Total Injuries</th>
<th>100%</th>
<th>436,056</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>29%</td>
<td>126,404</td>
</tr>
<tr>
<td>Cyclists</td>
<td>14%</td>
<td>62,776</td>
</tr>
</tbody>
</table>

**Accessibility**

**Accessibility to Public Transport within at least 500 meters**

<table>
<thead>
<tr>
<th>City</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Khartoum</td>
<td>9.14</td>
<td>5.6</td>
</tr>
<tr>
<td>Atbara</td>
<td>10.14</td>
<td>5.6</td>
</tr>
<tr>
<td>Al Qadarif</td>
<td>4.49</td>
<td>5.6</td>
</tr>
<tr>
<td>Wad Medani</td>
<td>1.14</td>
<td>5.6</td>
</tr>
<tr>
<td>Kassala</td>
<td>18.79</td>
<td>5.6</td>
</tr>
<tr>
<td>Sannar</td>
<td>5.54</td>
<td>5.6</td>
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</tbody>
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**Safety**

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<td>14%</td>
<td>62,776</td>
</tr>
</tbody>
</table>

**Comfort**

**Walking**

<table>
<thead>
<tr>
<th>KM of network evaluated</th>
<th>IRAP</th>
<th>KM of network 3* or above IRAP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Cycling**

<table>
<thead>
<tr>
<th>KM of network evaluated</th>
<th>IRAP</th>
<th>KM of network 3* or above IRAP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Emissions**

*Percentage of emissions from the transport sector out of total emissions*

<table>
<thead>
<tr>
<th>Region</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>46.5</td>
</tr>
</tbody>
</table>

**Population:** 43,828,000

**Walking and Cycling Policy:** no

**African Charter for Road Safety:** not signed

**Design standards for pedestrians /cyclists:** partial

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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. 20mph 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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4. 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.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The WHO STEPwise demand/activity data was collected in 2016.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
8. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
Tanzania

**Indicator Radar**

- **Activity**: Average of transport related physical activity per day
  - **African Average**: 55.9%
  - **Global Average**: 49.3%
  - **Women**: African Average: 51.4%, Global Average: 49.3%
  - **Men**: African Average: 59.9%, Global Average: 50.0%

- **Safety**: Estimated total road deaths per year
  - **Total Deaths**: 100% 5824
  - **Pedestrians**: 40% 2355
  - **Cyclists**: 5% 304

- **Accessibility**: Estimated injuries per year
  - **Total Injuries**: 100% 604 401
  - **Pedestrians**: 24% 147 244
  - **Cyclists**: 46% 276 535

- **Comfort**: Walking
  - **KM of network evaluated IRAP**: 2243km
  - **KM of network 3* or above IRAP**: 71km → 3%

- **Cycling**:
  - **KM of network evaluated IRAP**: 1162km
  - **KM of network 3* or above IRAP**: 71km → 6%

**Accessibility to Public Transport within at least 500 meters**

- **Arusha**: 21.7%

**Emissions**: Percentage of emissions from the transport sector out of total emissions

- **African Average**: 55.9%
- **Global Average**: 49.3%

**Policy**:

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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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4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The WHO STEPwise demand/activity data was collected in 2012.
7. Emissions data has been collected from the "Towards Sustainable Transport Strategies for Cities" jointly developed by GIZ and the SLOCAT Partnership.

**Regional report**

- **Total Deaths**: 100% 5824
  - **Pedestrians**: 40% 2355
  - **Cyclists**: 5% 304

- **Total Injuries**: 100% 604 401
  - **Pedestrians**: 24% 147 244
  - **Cyclists**: 46% 276 535

**Demographics**

- **Population**: 60 772 000
- **African Charter for Road Safety**: not signed
- **Design standards for pedestrians /cyclists**: partial
Togo

**Indicator Radar**

- **Activity/Demand Safety**
- **Comfort**
- **Accessibility**

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% 1,453
  - Pedestrians: 30% 434
  - Cyclists: 4% 56

**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
  - 61.4%

---

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4. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.

---

Poulotion: 8,342,000
African Charter for Road Safety: signed
Design standards for pedestrians /cyclists: partial
**Tunisia**

**Indicator Radar**

- **Safety**:
  - Estimated total road deaths per year:
    - Total Deaths: 100% 2,472
    - Pedestrians: 26% 633
    - Cyclists: 3% 76
- **Activity/Demand**:
  - Estimated injuries per year:
    - Total Injuries: 100% 300,624
    - Pedestrians: 29% 85,869
    - Cyclists: 20% 60,257
- **Accessibility**:
  - Accessibility to Public Transport within at least 500 meters:
    - Banzart: 16.06
    - Akarzar: 33.74
    - Oqbat: 30.22
    - Sabra: 17.19
    - Monastir: 35.25
    - Tozeur: 43.52
    - Tunis: 48.49
    - Susah: 45.58
- **Comfort**:
  - Walking:
    - KM of network evaluated: __
    - KM of network 3* or above IRAP: __
  - Cycling:
    - KM of network evaluated: __
    - KM of network 3* or above IRAP: __

**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:
  - 22.7%

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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".
3. 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.
4. 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.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
7. There is no activity/demand data currently available.
8. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IMA and the SLOCAT Partnership.

**Population**: 12,106,000

**Walking and Cycling Policy**: no

**African Charter for Road Safety**: not signed

**Design standards for pedestrians/cyclists**: partial
**Indicator Radar**

- **Activity**: Minutes per day
  - Uganda: 59.9
  - Global Average: 76.3
- **Safety**: 3%
- **Comfort**: 67.7
- **Accessibility**: 72.8

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 5,563 (100%)
  - Pedestrians: 1,922 (35%)
  - Cyclists: 532 (10%)

**Accessibility**

- Accessibility to Public Transport within at least 500 meters
  - Jinja: 11.51
  - Kampala: 48.66
  - Kasese: 21.49
  - Jjober: 11.18
  - Nakasongola: 14.74
  - Masisa: 8.43
  - Mubende: 11.6
  - Mbale: 16.56

**Activity/Demand**

- Average of transport related physical activity per day
  - African Average: 55.9
  - Global Average: 49.3
  - Minutes per day: 76.3

**Emissions**

- Percentage of emissions from the transport sector out of total emissions
  - Estimated total road deaths per year
  - Estimated injuries per year
  - Women: 39.0
  - Men: 37.7

**Comfort**

- 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%)

**Policy**

- Women: 49%
- Men: 51%

- Regional score: 53%

**Road Safety**

- 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.

**Emissions**

- Data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

- Women: 39.0
- Men: 37.7

**Activity**

- UGANDA: 59.9
- Global Average: 76.3

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 5,563 (100%)
  - Pedestrians: 1,922 (35%)
  - Cyclists: 532 (10%)
### Zambia

**Average of transport related physical activity per day**

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
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<tbody>
<tr>
<td><strong>Activity</strong></td>
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<tr>
<td><strong>Demand</strong></td>
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<td><strong>Safety</strong></td>
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<tr>
<td><strong>Emissions</strong></td>
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</tbody>
</table>

#### Safety

- **Estimated total road deaths per year**
  - Total Deaths: 100% 2284
  - Pedestrians: 49% 1119
  - Cyclists: 10% 233

#### Activity/Demand

- **Average of transport related physical activity per day**
  - **Women**: 53.1 minutes per day
  - **Men**: 68.1 minutes per day

#### Comfort

- **Walking**
  - KM of network evaluated: _
  - KM of network 3* or above IRAP: _

- **Cycling**
  - KM of network evaluated: _
  - KM of network 3* or above IRAP: _

#### Emissions

- **Percentage of emissions from the transport sector out of total emissions**
  - African Average: 55.9%
  - Global Average: 49.3%

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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: how 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”.
3. The road safety data was collected from the Global Burden of Disease database in 2019.
4. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
Zimbabwe

**Indicator Radar**

- **Activity**: 59.9%
- **Safety**: 22.2%
- **Comfort**: 59.9%
- **Accessibility**: 0

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**Safety**

- Estimated total road deaths per year:
  - Total Deaths: 100% 2553
  - Pedestrians: 34% 876
  - Cyclists: 4% 96

- Estimated injuries per year:
  - Total Injuries: 100% 162153
  - Pedestrians: 39% 63362
  - Cyclists: 20% 32978

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**Activity/Demand**

- Average of transport related physical activity per day: 55.9%

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**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: —

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**Accessibility**

Accessibility to Public Transport within at least 500 meters

- No accessible public transport

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**Emissions**

Percentage of emissions from the transport sector out of total emissions

- 22.2%

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1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 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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4 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 50 km/h traffic. For cyclists, the road includes on road cycle lanes, good road surface, street lighting and 60 km/h traffic.
5 Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6 There is no activity/demand data currently available.
7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

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Population: 15,505,000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: partial