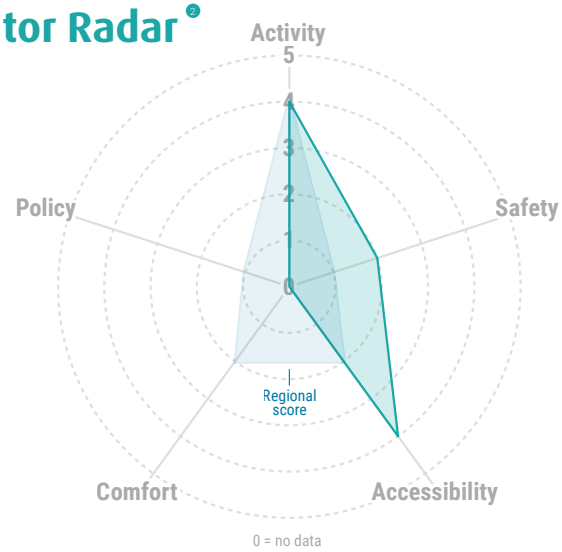
Country Fact Sheets

Algeria

Poulation: 43 091 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: n.a.

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

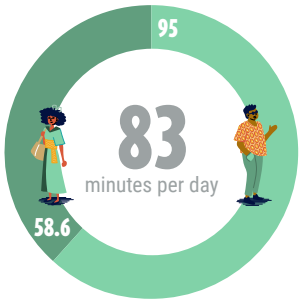
Total Deaths	100%	11 051
Pedestrians	29%	3154
Cyclists	1%	95

Estimated injuries per year

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

Activity/Demand [6]

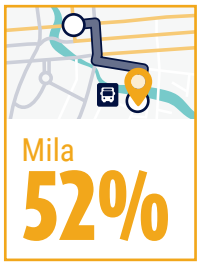
Average of transport related physical activity per day

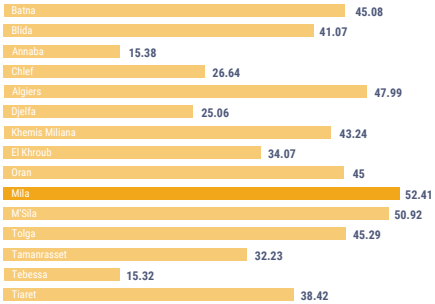


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

[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.**

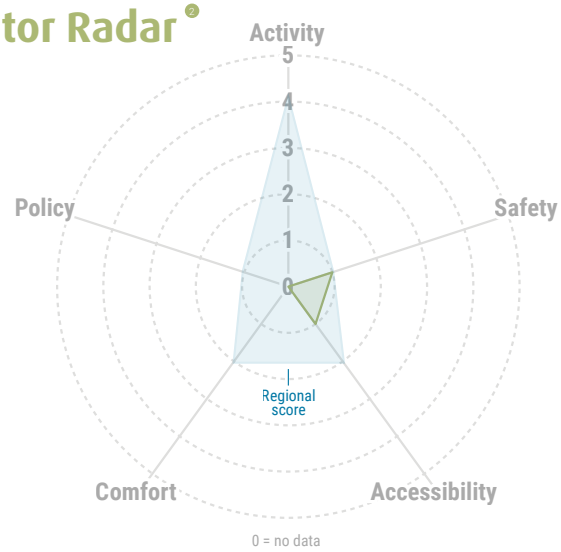
[6] The WHO STEPWise **demand/activity** data was collected in 2003.

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

Angola

Poulation: 32 899 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

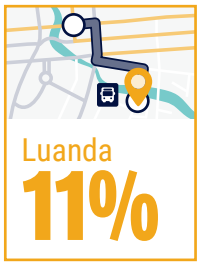
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Luanda **10.67**

Emissions [7]

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.

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".

[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.**

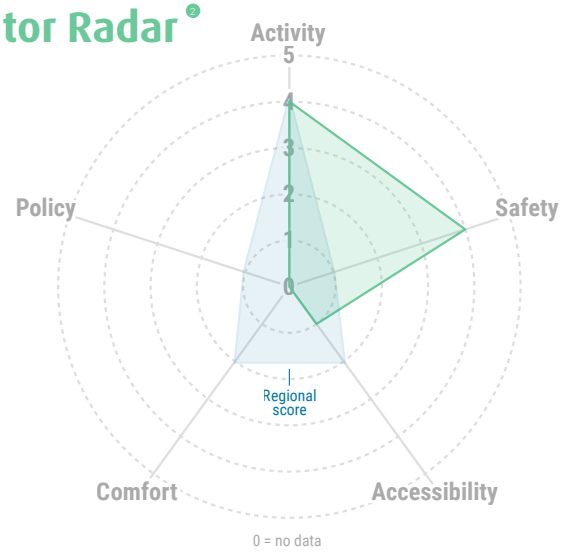
[6] There is no **activity/demand** data currently available.

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

Benin

Poulation: 12 467 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

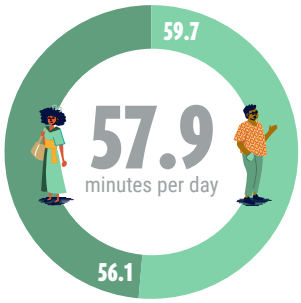
Total Deaths	100%	1 937
Pedestrians	32%	618
Cyclists	4%	83

Estimated injuries per year

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

Activity/Demand [6]

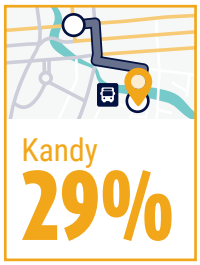
Average of transport related physical activity per day

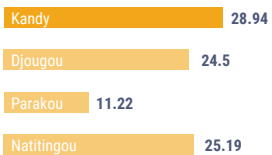


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

[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.**

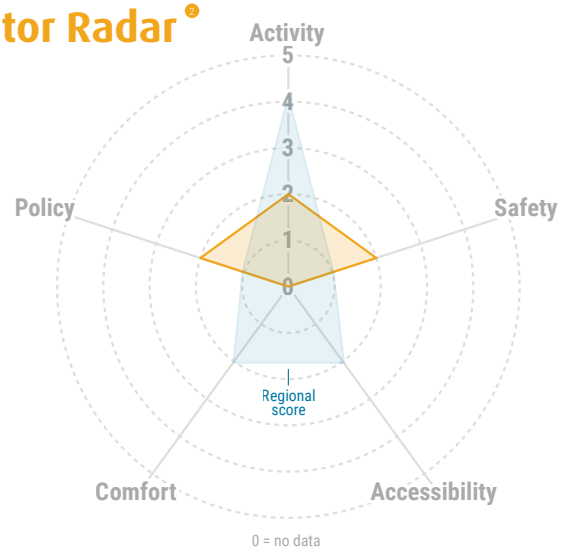
[6] The WHO STEPWise **demand/activity** data was collected in 2015.

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

Botswana

Poulation: 2 524 000
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar



0 = no data

Comfort

Walking

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

Cycling

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

no data available

no data available

Safety

Estimated total road deaths per year

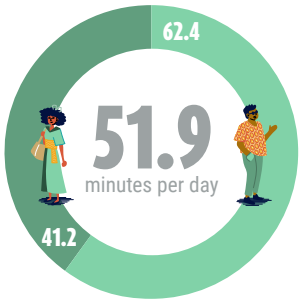
Total Deaths	100%	573
Pedestrians	36%	207
Cyclists	2%	9

Estimated injuries per year

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

Activity/Demand

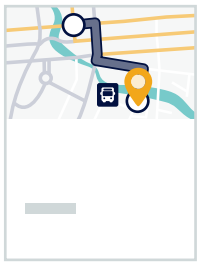
Average of transport related physical activity per day



African Average	Global Average
55.9%	49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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.

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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[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.

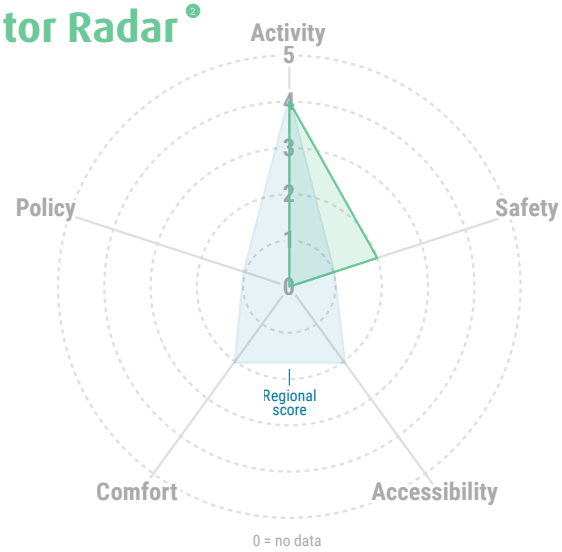
[6] The WHO STEPWise **demand/activity** data was collected in 2014.

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

Burkina Faso

Poulation: 21 232 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

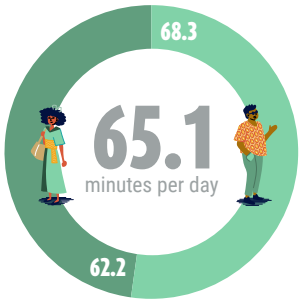
Total Deaths	100%	5 278
Pedestrians	25%	1 334
Cyclists	6%	318

Estimated injuries per year

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

Activity/Demand [6]

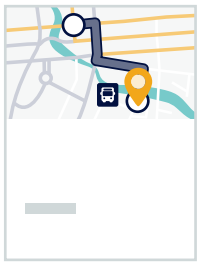
Average of transport related physical activity per day



African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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.

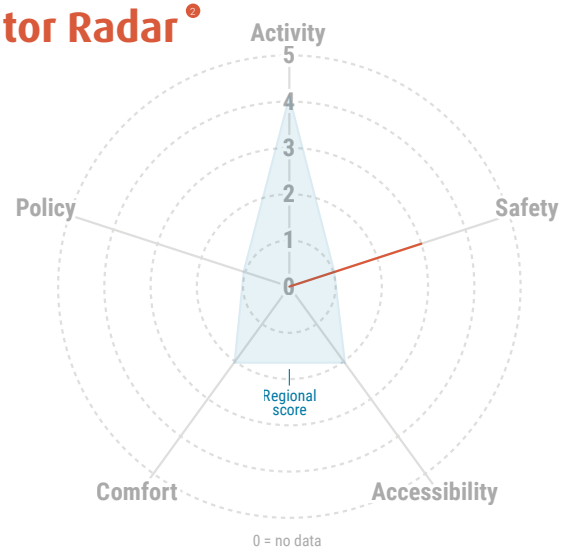
[6] The WHO STEPWise **demand/activity** data was collected in 2013.

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

Burundi

Poulation: 12 054 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

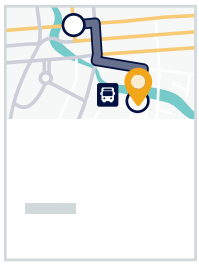
–

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

Percentage of emissions from the transport sector out of total emissions

35.3

[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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[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.

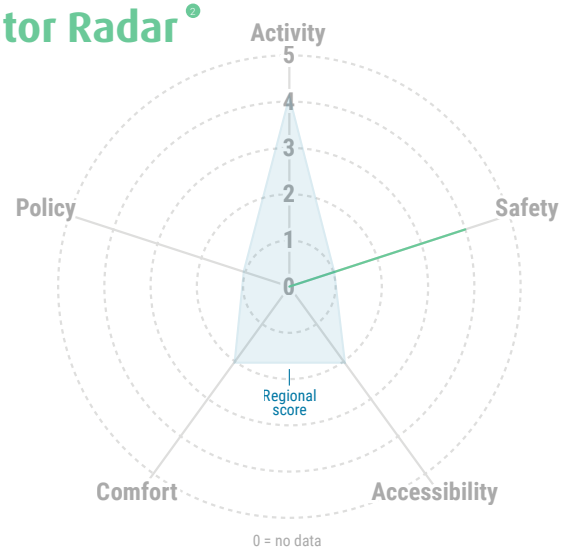
[6] There is no **activity/demand** data currently available.

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

Cabo Verde

Poulation: 580 000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar



Comfort

Walking

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

Cycling

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

no data available

no data available

Safety

Estimated total road deaths per year

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

Activity/Demand

Average of transport related physical activity per day

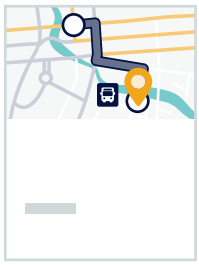
–

African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



–

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.

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".

[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.

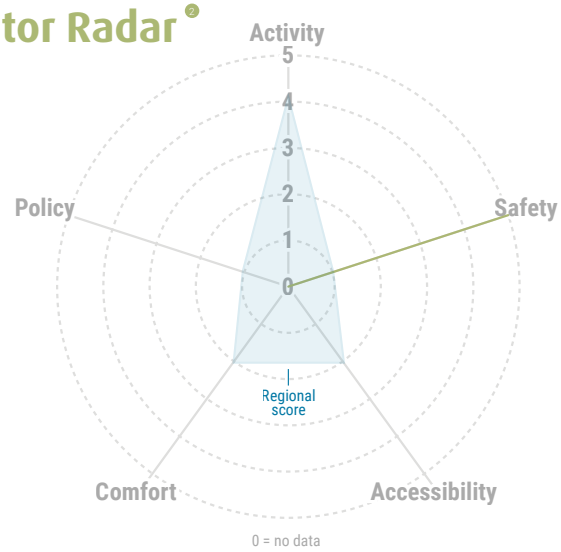
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Cameroon

Poulation: 26 137 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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

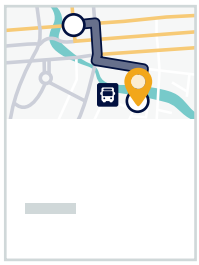
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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".

[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.

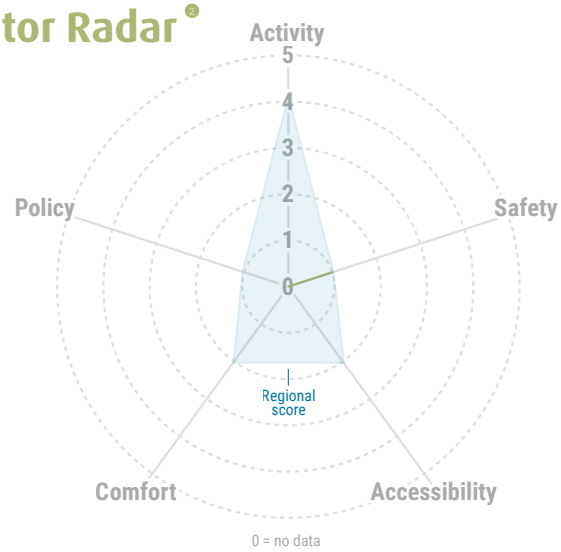
[6] There is no **activity/demand** data currently available.

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

Central African Republic

Poulation: 5 272 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

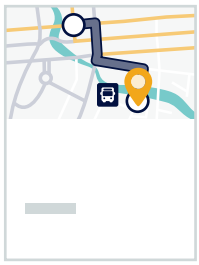
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

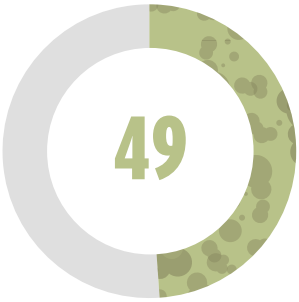
Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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[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.

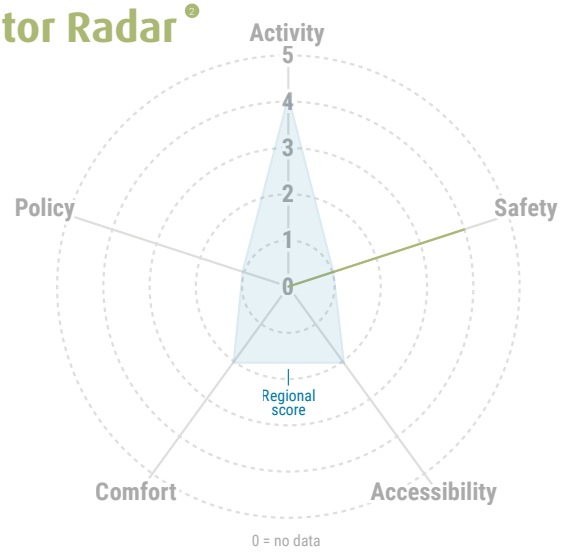
[6] There is no **activity/demand** data currently available.

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

Chad

Poulation: 16 379 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

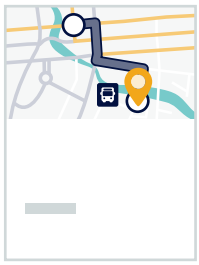
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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.

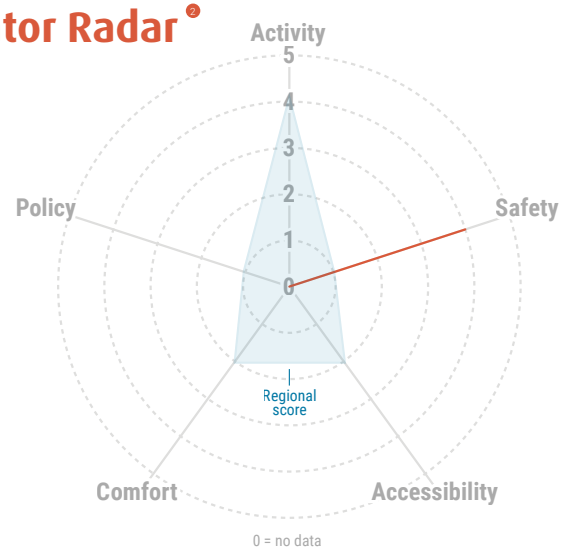
[6] There is no **activity/demand** data currently available.

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

Comoros

Poulation: 798 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

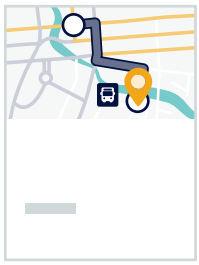
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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.

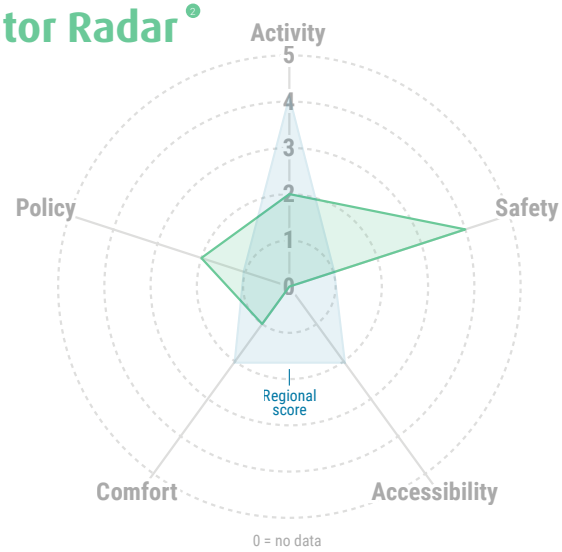
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Côte d'Ivoire

Poulation: 26 478 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	21km
KM of network 3★ or above IRAP	1km → 5%

Cycling

KM of network evaluated IRAP	1.1km
KM of network 3* or above IRAP	0km → 0%

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

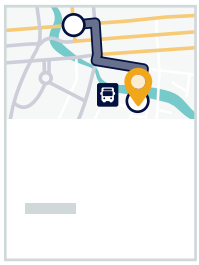
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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.

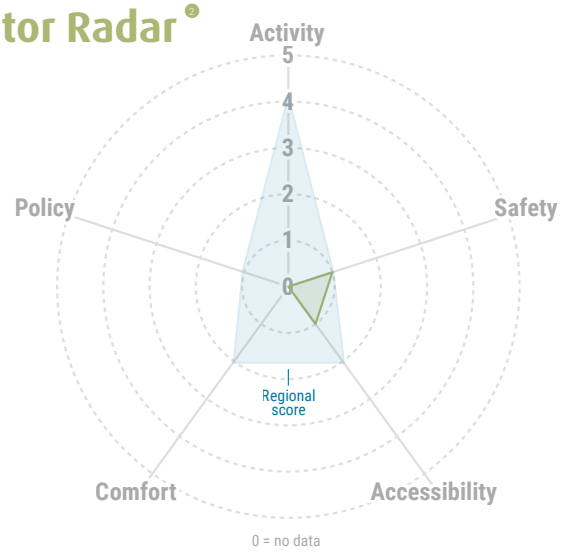
[6] The WHO STEPWise **demand/activity** data was collected in 2005.

[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

Poulation: 91 332 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

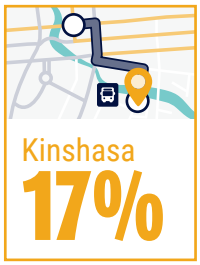
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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.**

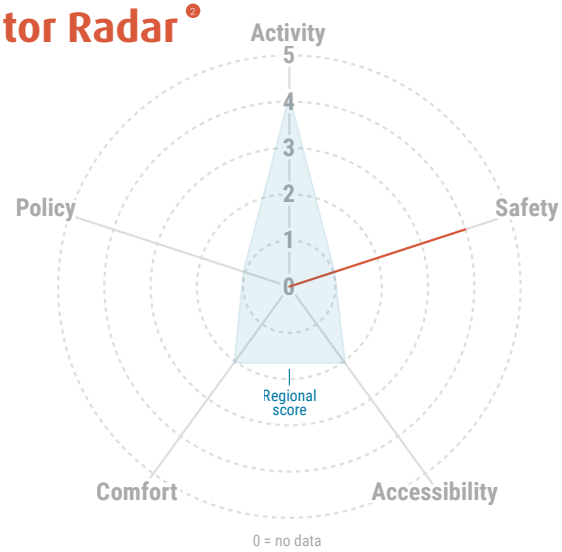
[6] There is no **activity/demand** data currently available.

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

Djibouti

Poulation: 1 082 000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: n.a.

Indicator Radar



0 = no data

Comfort

Walking

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

Cycling

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

no data available

no data available

Safety

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand

Average of transport related physical activity per day

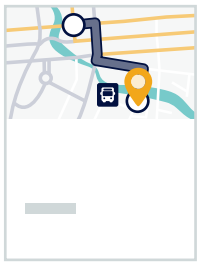
–

African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



–

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.

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.

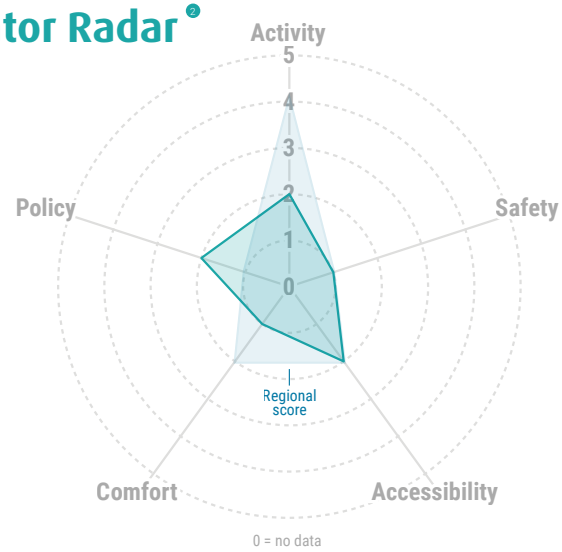
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Egypt

Poulation: 106 539 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	17km
KM of network 3★ or above IRAP	1km → 6%

Cycling

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

no data available

Safety [4]

Estimated total road deaths per year

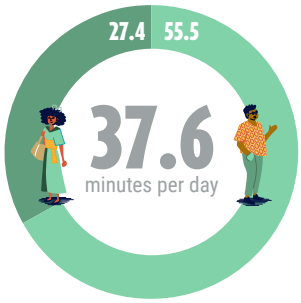
Total Deaths	100%	29 490
Pedestrians	39%	11 564
Cyclists	1%	404

Estimated injuries per year

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

Activity/Demand [6]

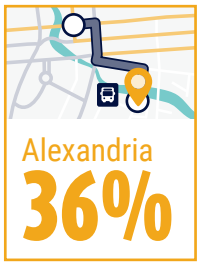
Average of transport related physical activity per day

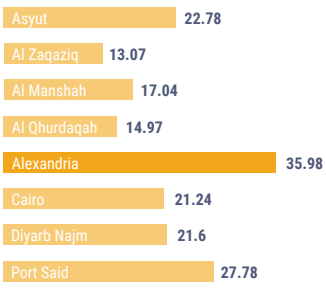


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

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

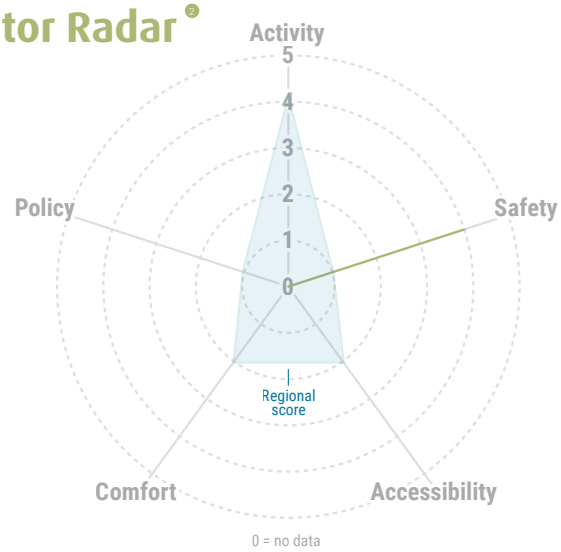
[6] The WHO STEPWise **demand/activity** data was collected in 2017.

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

Equatorial Guinea

Poulation: 1 578 000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar



0 = no data

Comfort

Walking

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

Cycling

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

no data available

no data available

Safety

Estimated total road deaths per year

Total Deaths	100%	281
Pedestrians	35%	98
Cyclists	3%	3

Estimated injuries per year

Total Injuries	100%	22 183
Pedestrians	30%	6 654
Cyclists	23%	5 052

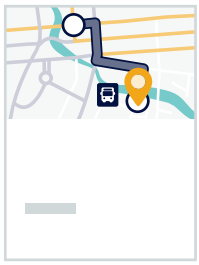
Activity/Demand

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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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.

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".

[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.

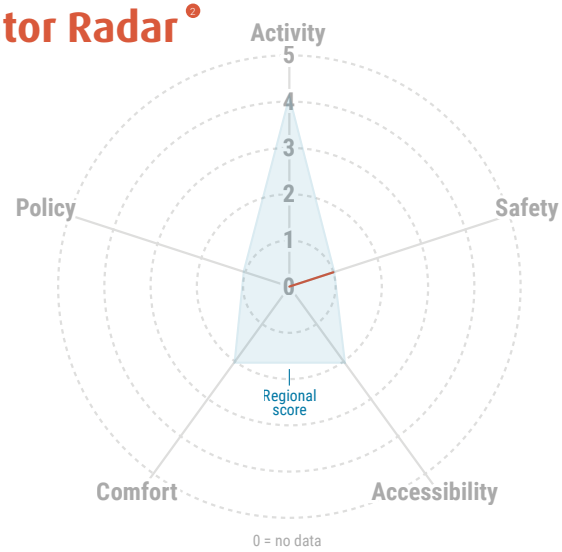
[6] There is no **activity/demand** data currently available.

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

Eritrea

Poulation: 3 524 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Total Deaths	100%	1119
Pedestrians	43%	480
Cyclists	5%	51

Estimated injuries per year

Total Injuries	100%	172372
Pedestrians	42%	73154
Cyclists	25%	42510

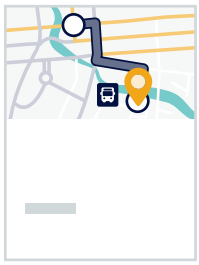
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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.

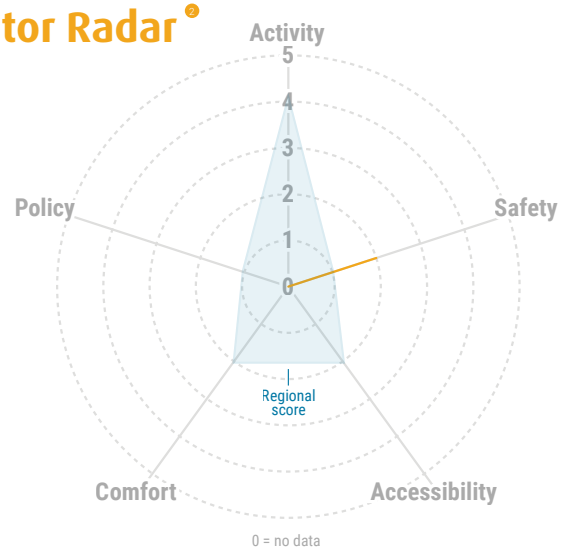
[6] There is no **activity/demand** data currently available.

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

Eswatini

Poulation: 1 174 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

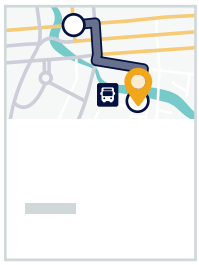
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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".

[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.

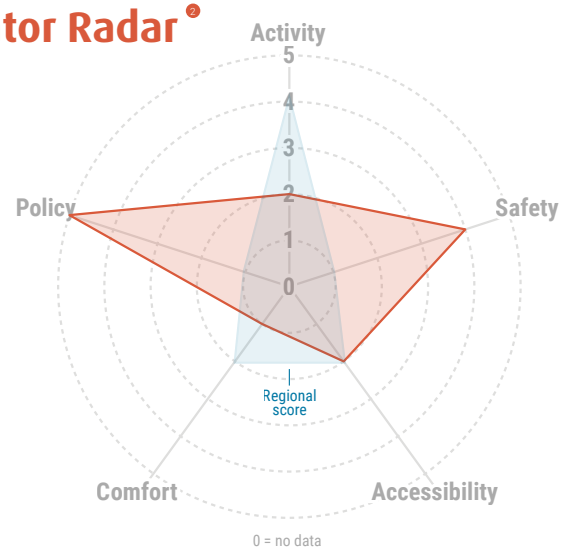
[6] There is no **activity/demand** data currently available.

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

Ethiopia

Poulation: 115 638 000 [1]
Walking and Cycling Policy: excellent
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	135km
KM of network 3★ or above IRAP	17km → 13%

Cycling

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

no data available

Safety [4]

Estimated total road deaths per year

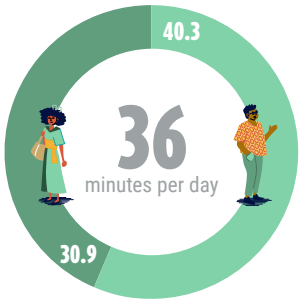
Total Deaths	100%	9211
Pedestrians	43%	3931
Cyclists	4%	399

Estimated injuries per year

Total Injuries	100%	1798043
Pedestrians	34%	615250
Cyclists	34%	606724

Activity/Demand [6]

Average of transport related physical activity per day

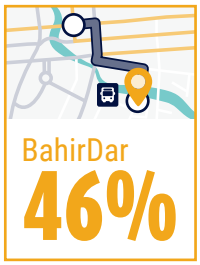


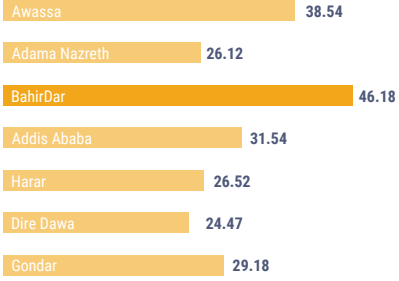
African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

[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.**

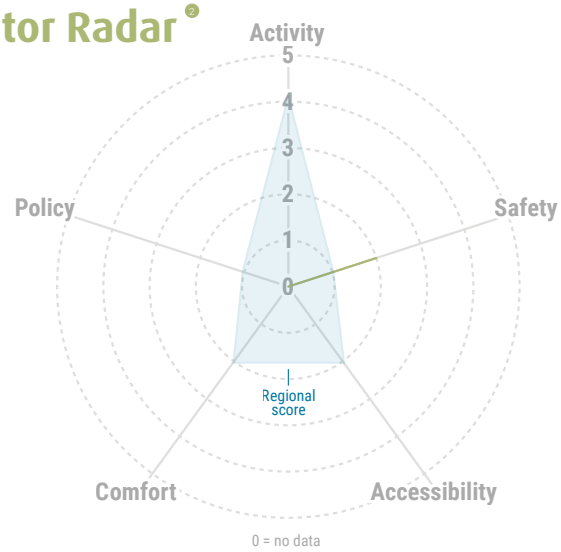
[6] The WHO STEPWise **demand/activity** data was collected in 2015.

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

Gabon

Poulation: 2 268 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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

Activity/Demand [6]

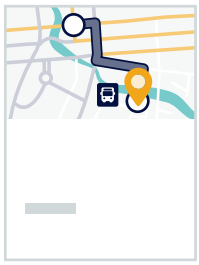
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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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[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.

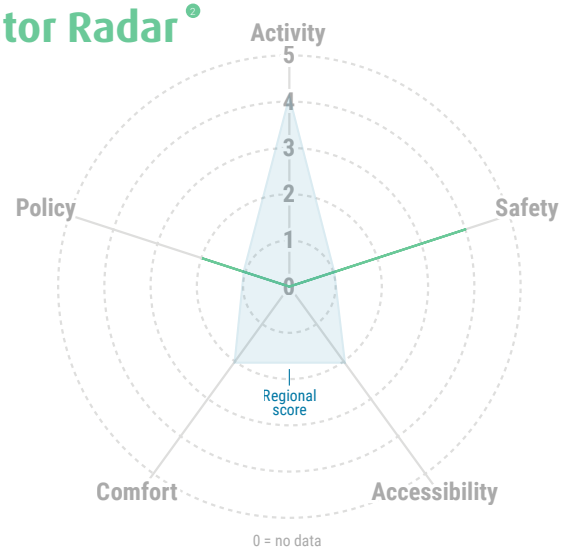
[6] There is no **activity/demand** data currently available.

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

Gambia

Poulation: 2 541 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Total Deaths	100%	258
Pedestrians	34%	87
Cyclists	3%	8

Estimated injuries per year

Total Injuries	100%	43 919
Pedestrians	37%	16 054
Cyclists	21%	9 205

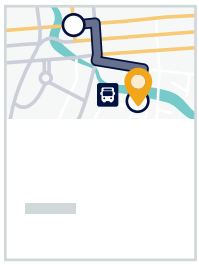
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



—

Emissions [7]

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.

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.

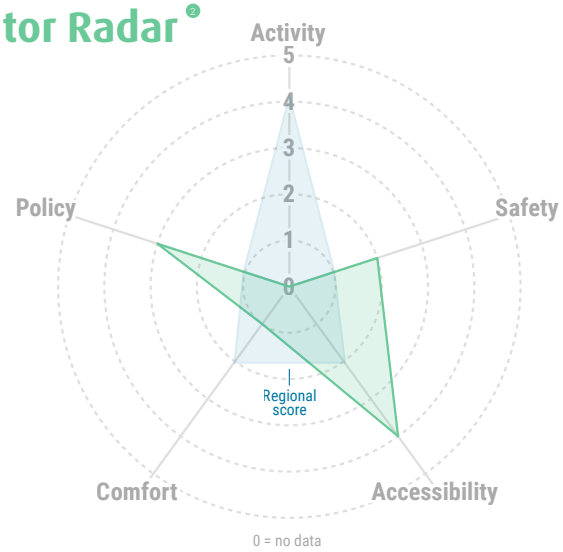
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Ghana

Poulation: 31 849 000
Walking and Cycling Policy: some level
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	77km
KM of network 3★ or above IRAP	54km → 70%

Cycling

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

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

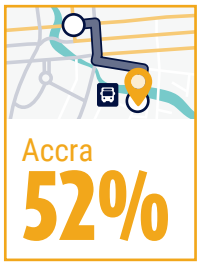
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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.**

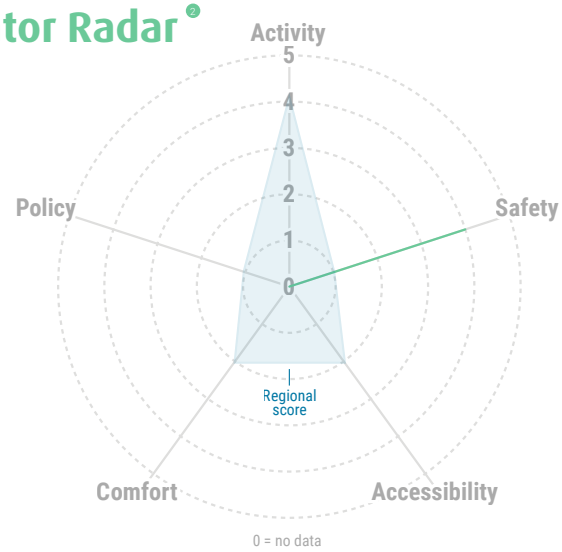
[6] There is no **activity/demand** data currently available.

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

Guinea

Poulation: 13 042 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

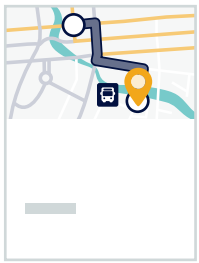
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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.

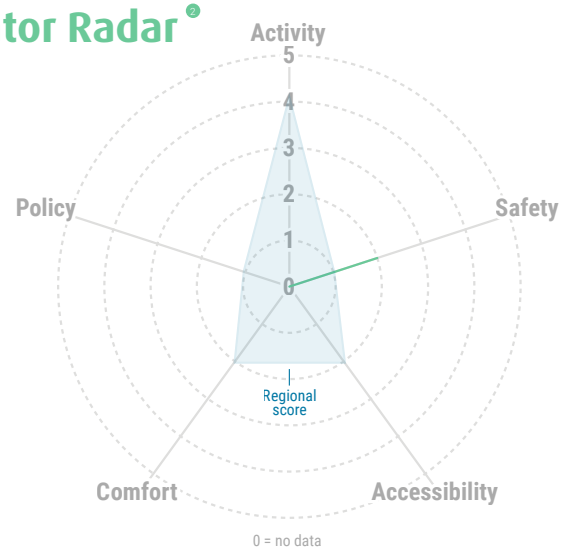
[6] There is no **activity/demand** data currently available.

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

Guinea-Bissau

Poulation: 1 993 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

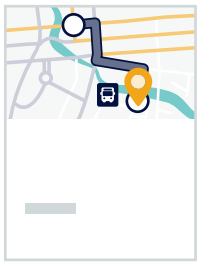
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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".

[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.

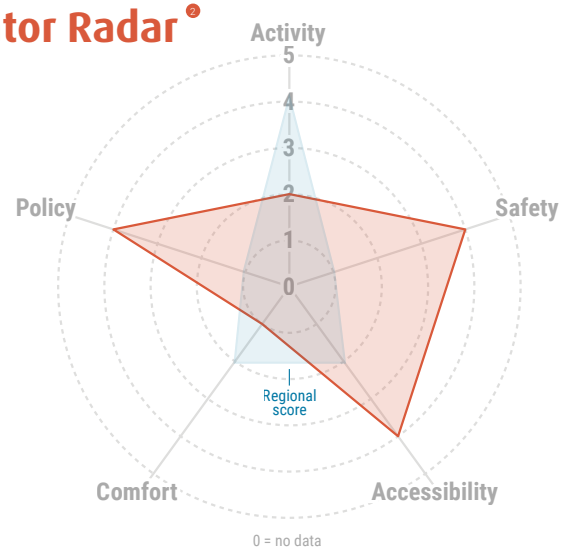
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Kenya

Poulation: 51 460 000 [1]
Walking and Cycling Policy: strong
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



Comfort [3]

Walking

KM of network evaluated IRAP	960km
KM of network 3★ or above IRAP	29km → 3%

Cycling

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

no data available

Safety [4]

Estimated total road deaths per year

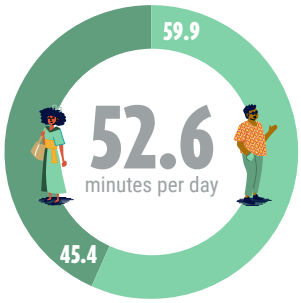
Total Deaths	100%	4 594
Pedestrians	55%	2 547
Cyclists	4%	161

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

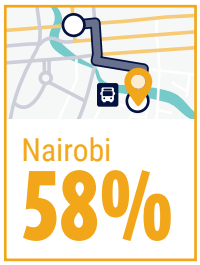


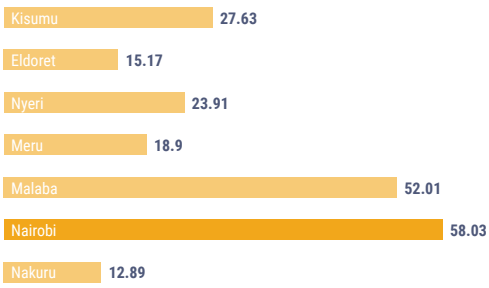
African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

[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.**

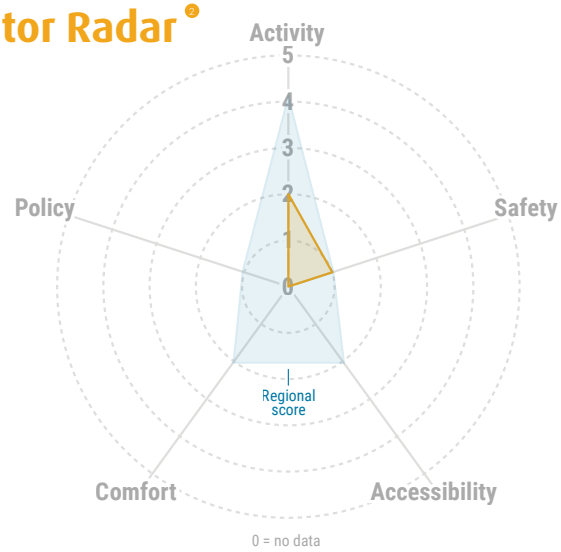
[6] The WHO STEPWise **demand/activity** data was collected in 2015.

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

Lesotho

Poulation: 2 240 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Total Deaths	100%	923
Pedestrians	40%	368
Cyclists	1%	12

Estimated injuries per year

Total Injuries	100%	43007
Pedestrians	46%	19856
Cyclists	15%	6242

Activity/Demand [6]

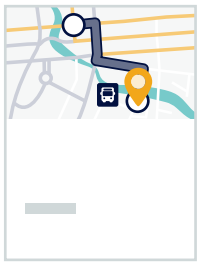
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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".

[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.

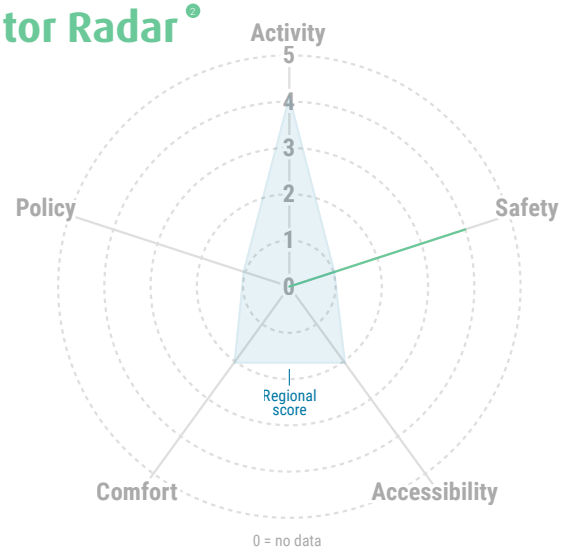
[6] There is no **activity/demand** data currently available.

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

Liberia

Poulation: 5 034 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

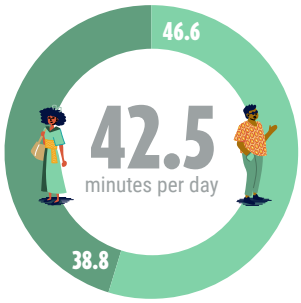
Total Deaths	100%	503
Pedestrians	33%	168
Cyclists	3%	16

Estimated injuries per year

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

Activity/Demand [6]

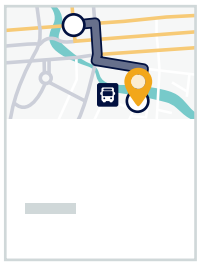
Average of transport related physical activity per day



African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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".

[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.

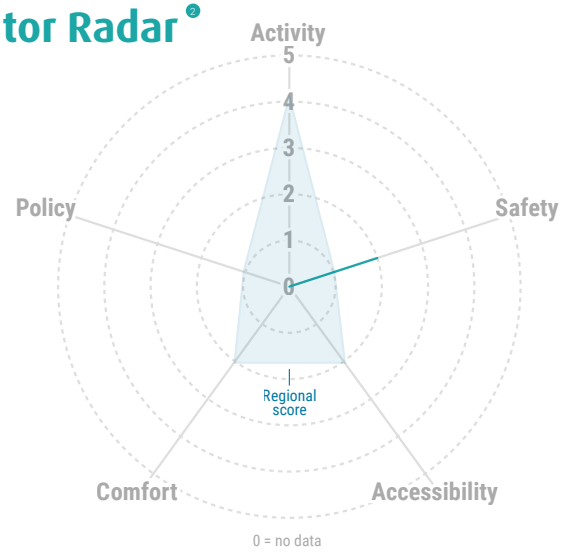
[6] The WHO STEPWise **demand/activity** data was collected in 2011.

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

Libya

Poulation: 6 612 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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

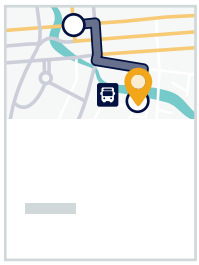
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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".

[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.

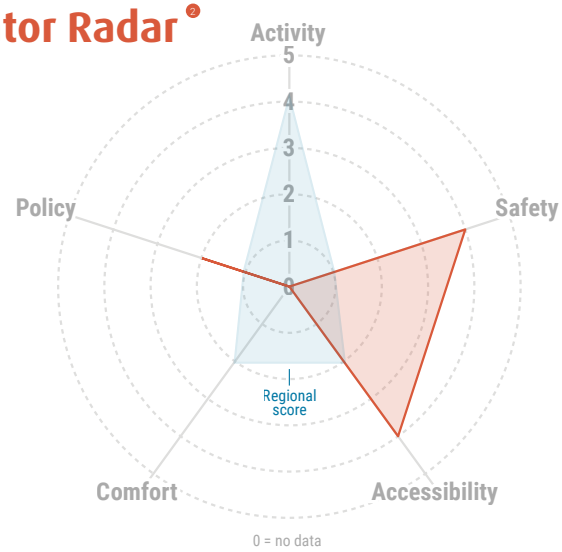
[6] There is no **activity/demand** data currently available.

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

Madagascar

Poulation: 27 879 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Estimated injuries per year

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

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

Activity/Demand [6]

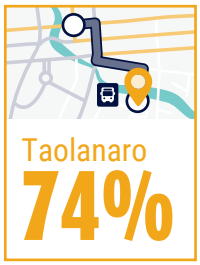
Average of transport related physical activity per day

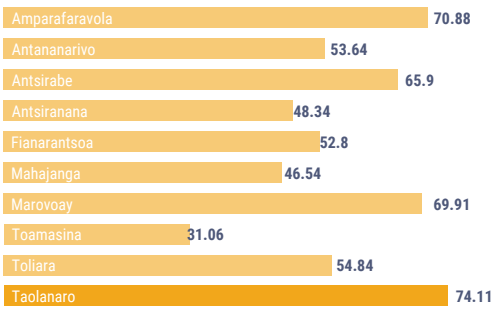
African Average
55.9%

Global Average
49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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".

[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.**

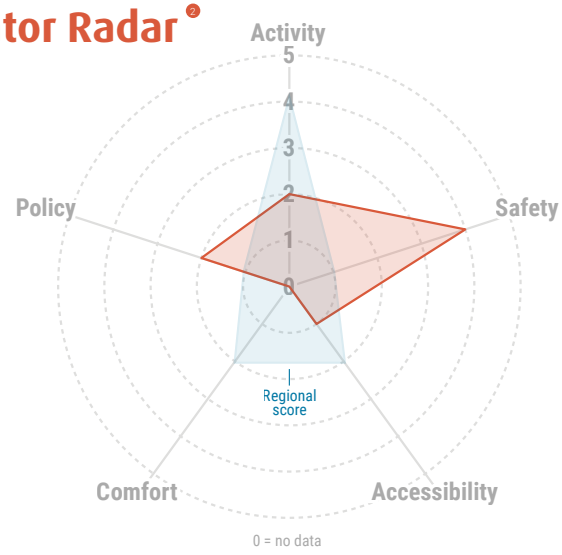
[6] There is no **activity/demand** data currently available.

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

Malawi

Poulation: 19 121 000 [1]
Walking and Cycling Policy: some level
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

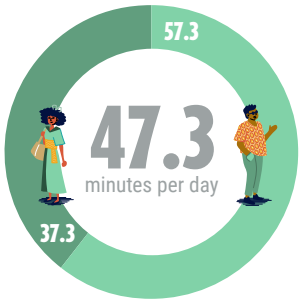
Total Deaths	100%	2 077
Pedestrians	42%	881
Cyclists	4%	92

Estimated injuries per year

Total Injuries	100%	327 520
Pedestrians	40%	131 373
Cyclists	27%	89 893

Activity/Demand [6]

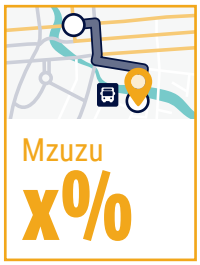
Average of transport related physical activity per day

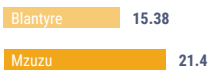


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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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[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.**

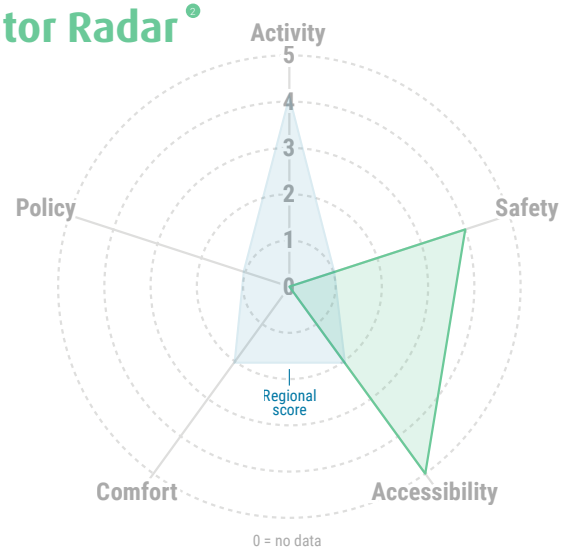
[6] The WHO STEPWise **demand/activity** data was collected in 2009.

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

Mali

Poulation: 20 887 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ratified
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Estimated injuries per year

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

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

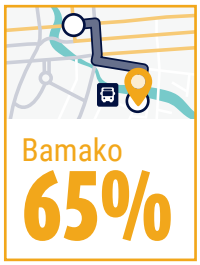
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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".

[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.**

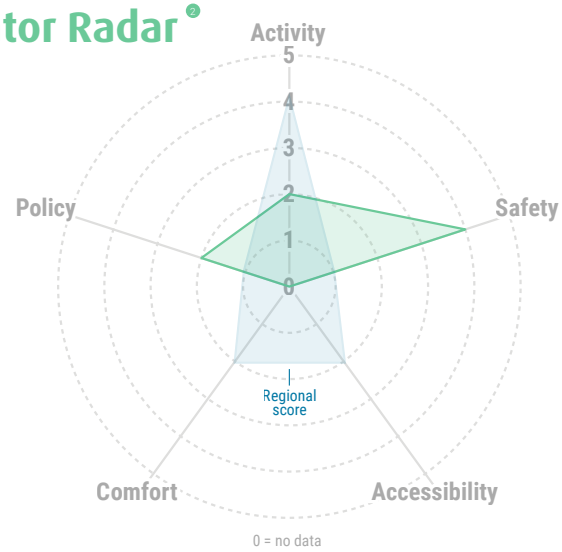
[6] There is no **activity/demand** data currently available.

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

Mauritania

Poulation: 4 441 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

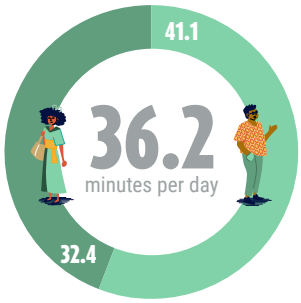
Total Deaths	100%	835
Pedestrians	25%	206
Cyclists	2%	17

Estimated injuries per year

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

Activity/Demand [6]

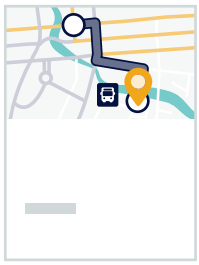
Average of transport related physical activity per day



African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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".

[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.

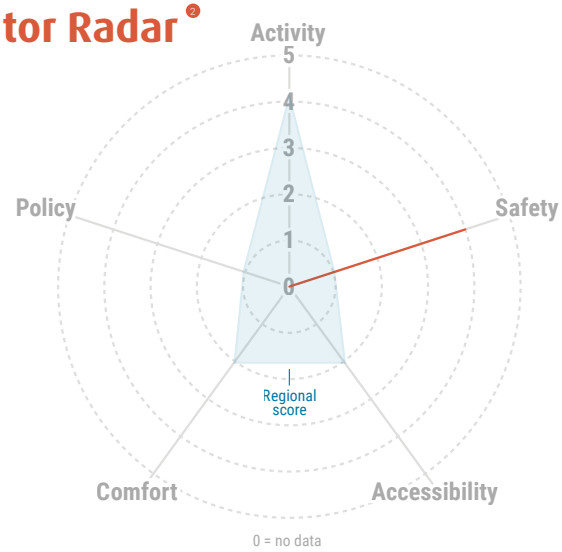
[6] The WHO STEPWise **demand/activity** data was collected in 2006.

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

Mauritius

Poulation: 1 297 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

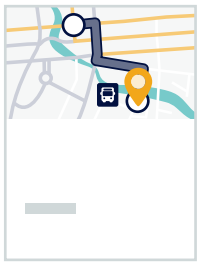
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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".

[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.

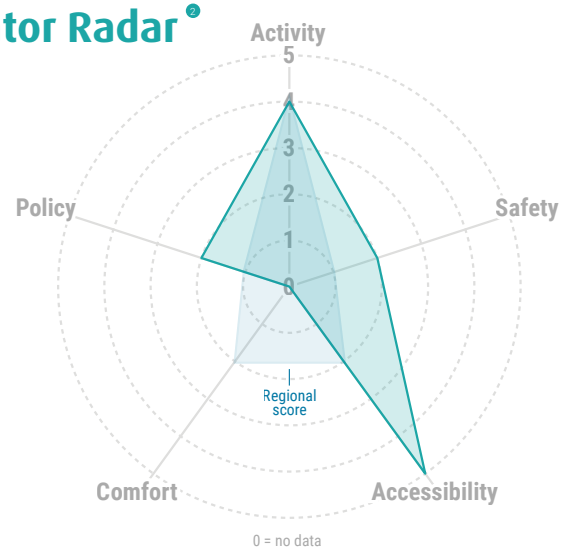
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Morocco

Poulation: 36 489 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

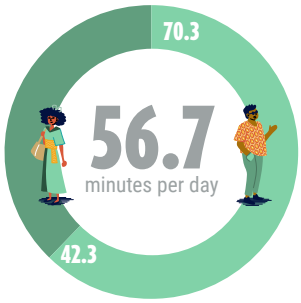
Total Deaths	100%	9 183
Pedestrians	32%	2 967
Cyclists	1%	87

Estimated injuries per year

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

Activity/Demand [6]

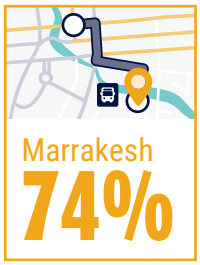
Average of transport related physical activity per day

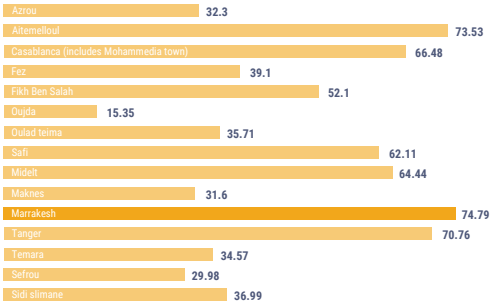


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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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[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.**

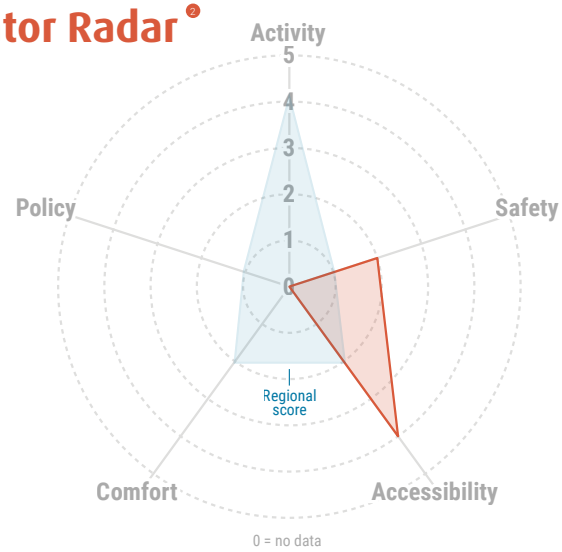
[6] The WHO STEPWise **demand/activity** data was collected in 2017.

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

Mozambique

Poulation: 30 721 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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 [6]

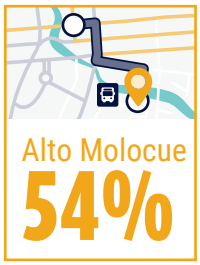
Average of transport related physical activity per day

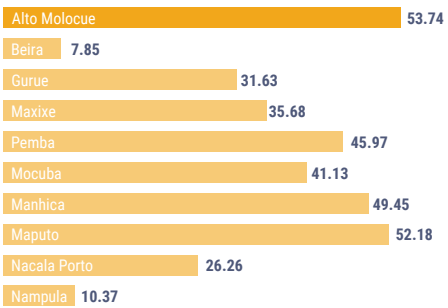
African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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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[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.**

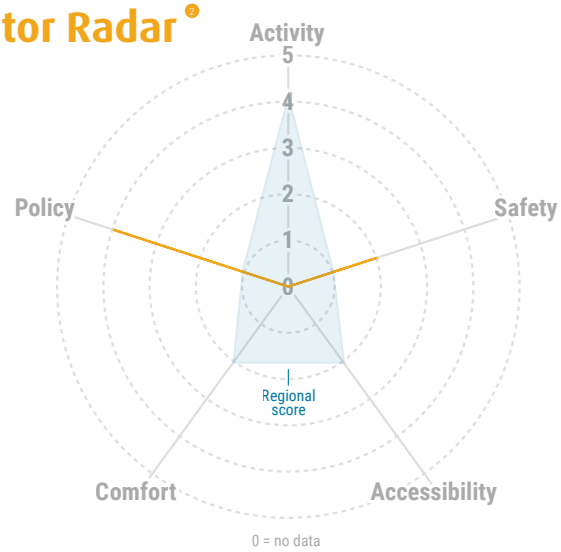
[6] There is no **activity/demand** data currently available.

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

Namibia

Poulation: 2 467 000 [1]
Walking and Cycling Policy: strong
African Charter for Road Safety: ratified
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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%	8193

Activity/Demand [6]

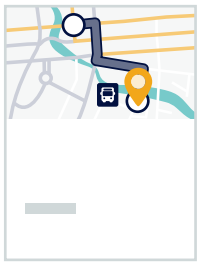
Average of transport related physical activity per day

African Average
55.9%

Global Average
49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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.

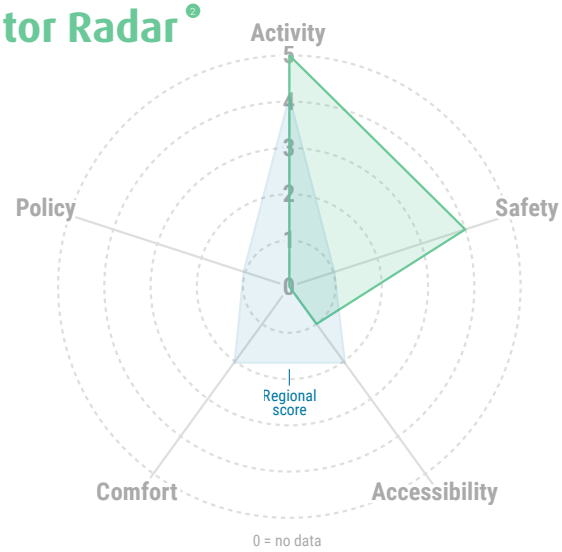
[6] There is no **activity/demand** data currently available.

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

Niger

Poulation: 23 882 000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar



0 = no data

Comfort

Walking

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

Cycling

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

no data available

no data available

Safety

Estimated total road deaths per year

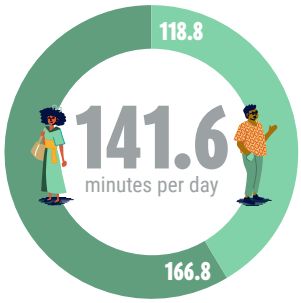
Total Deaths	100%	2 784
Pedestrians	29%	812
Cyclists	3%	81

Estimated injuries per year

Total Injuries	100%	371 866
Pedestrians	34%	126 714
Cyclists	25%	94 629

Activity/Demand

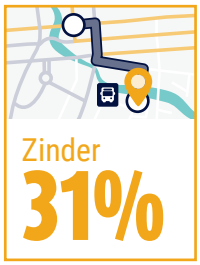
Average of transport related physical activity per day

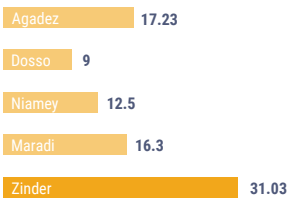


African Average	Global Average
55.9%	49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters





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.

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.**

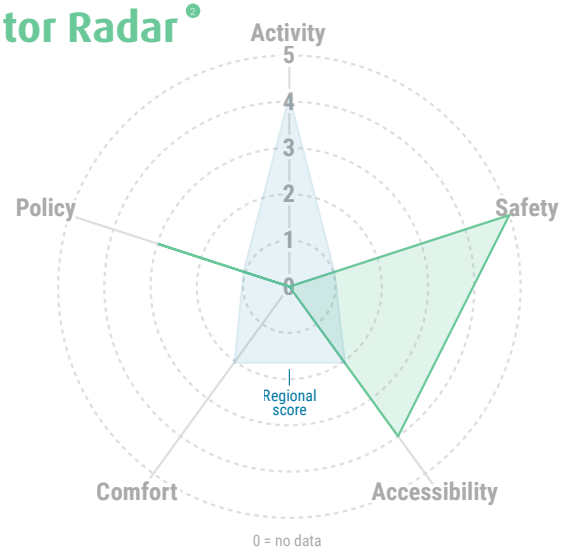
[6] The WHO STEPWise **demand/activity** data was collected in 2007.

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

Nigeria

Poulation: 205 781 000 [1]
Walking and Cycling Policy: some level
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

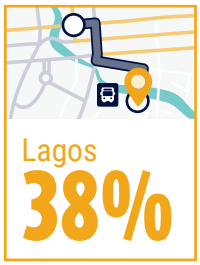
Activity/Demand [6]

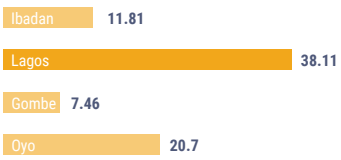
Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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[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.**

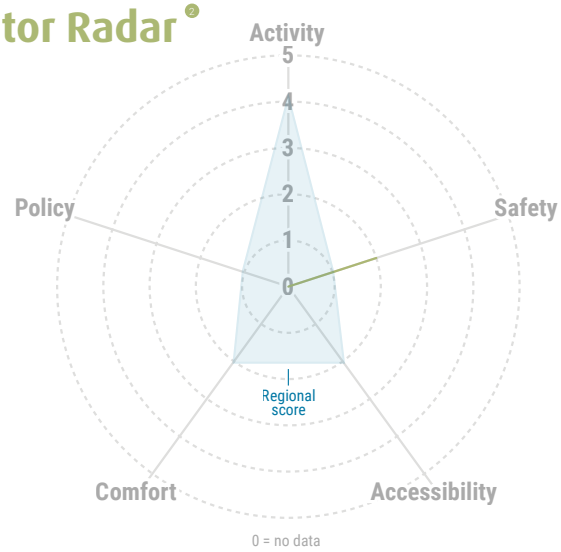
[6] There is no **activity/demand** data currently available.

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

Republic of the Congo

Poulation: 5 635 000 [1]
Walking and Cycling Policy: No
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

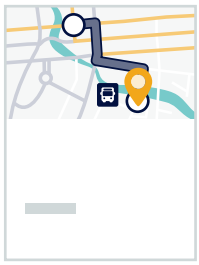
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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.

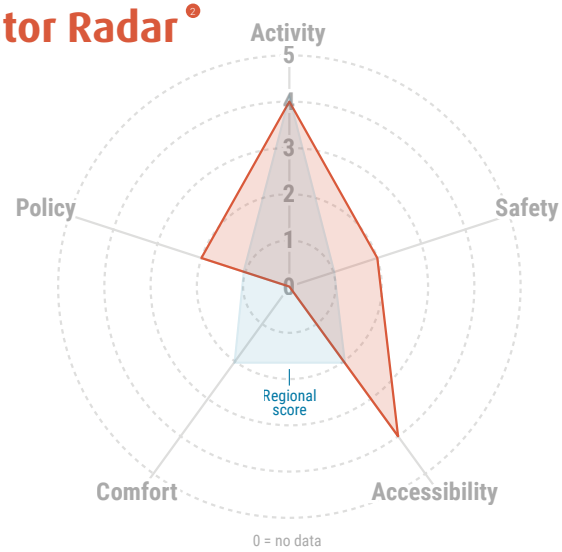
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Rwanda

Poulation: 12 987 000 [1]
Walking and Cycling Policy: some level
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

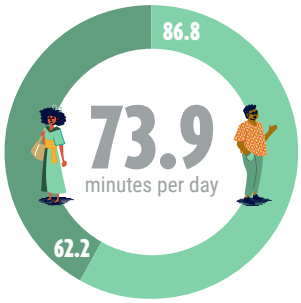
Total Deaths	100%	2 401
Pedestrians	47%	1 134
Cyclists	9%	224

Estimated injuries per year

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

Activity/Demand [6]

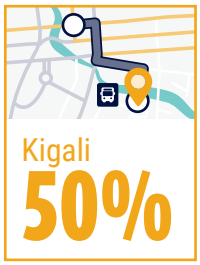
Average of transport related physical activity per day

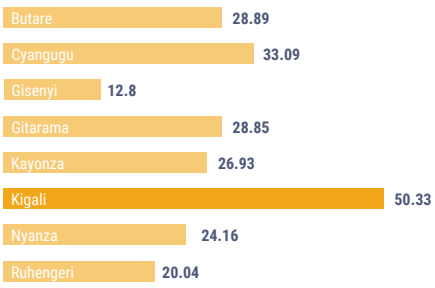


African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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.**

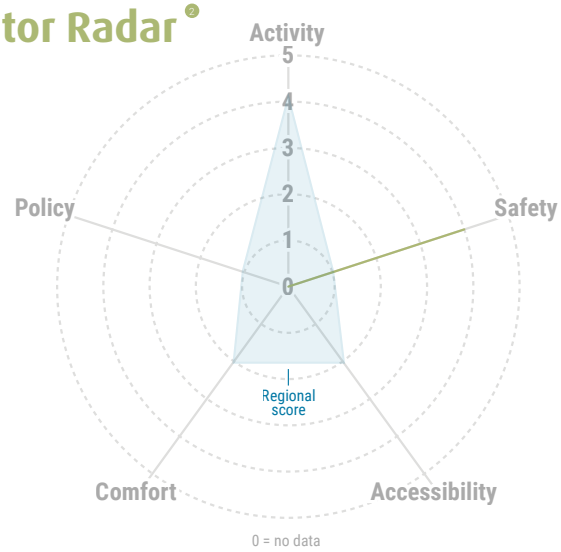
[6] The WHO STEPWise **demand/activity** data was collected in 2012.

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

Sao Tome and Principe

Poulation: 216 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Total Deaths	100%	21
Pedestrians	33%	7
Cyclists	5%	1

Estimated injuries per year

Total Injuries	100%	5217
Pedestrians	35%	1832
Cyclists	21%	1096

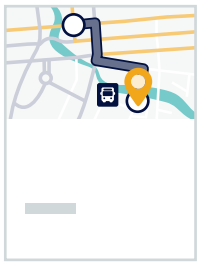
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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.

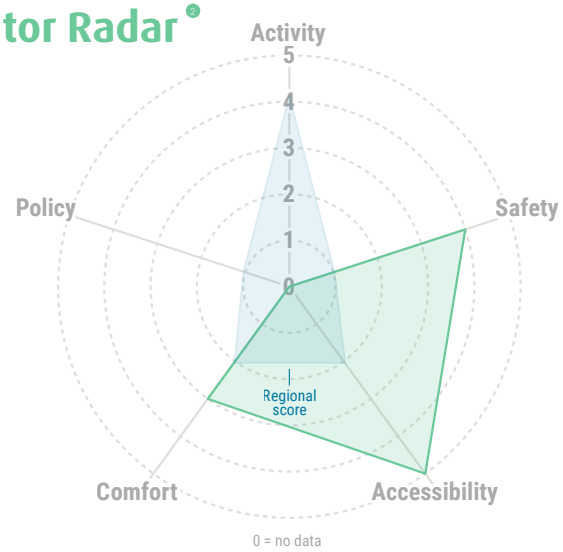
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Senegal

Poulation: 16 215 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	165km
KM of network 3★ or above IRAP	85km → 51%

Cycling

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

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

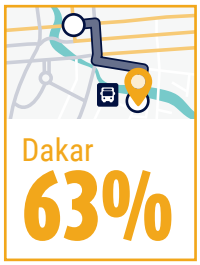
Average of transport related physical activity per day

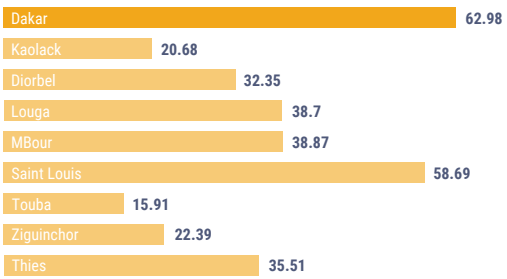
African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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

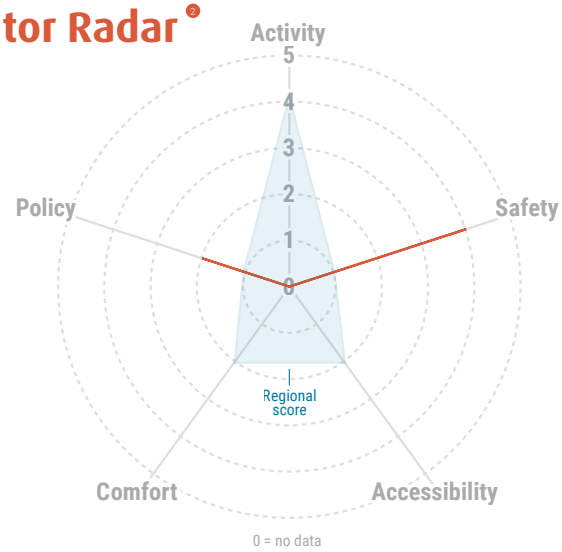
[6] There is no **activity/demand** data currently available.

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

Seychelles

Poulation: 105 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: yes

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

Total Deaths	100%	16
Pedestrians	31%	5
Cyclists	6%	1

Estimated injuries per year

Total Injuries	100%	3130
Pedestrians	22%	678
Cyclists	16%	496

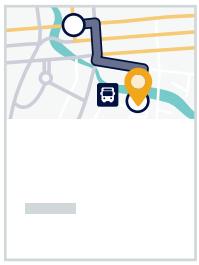
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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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.

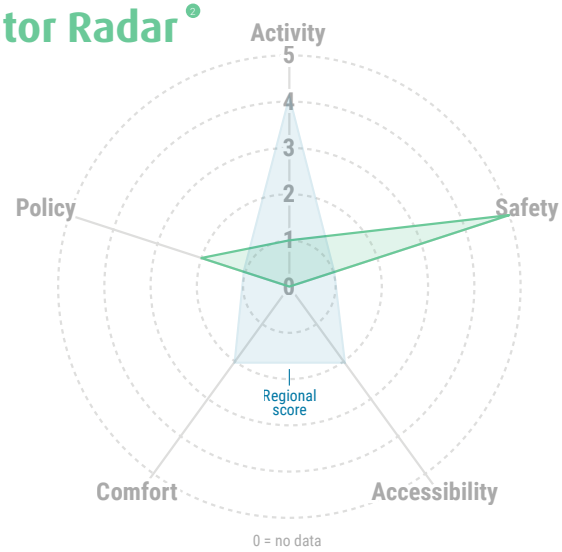
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Sierra Leone

Poulation: 8 140 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: n.a.

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

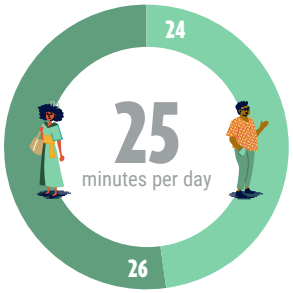
Total Deaths	100%	1 492
Pedestrians	15%	225
Cyclists	3%	41

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

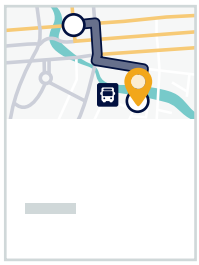


Women
Men

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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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.

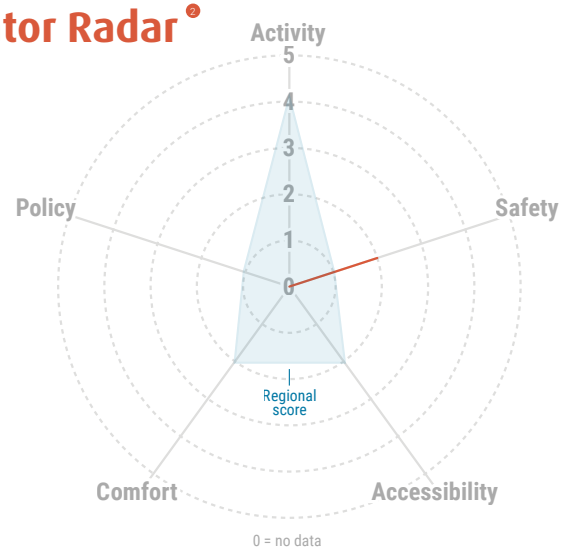
[6] The WHO STEPWise **demand/activity** data was collected in 2009.

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

Somalia

Poulation: 16 273 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: no

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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

Activity/Demand [6]

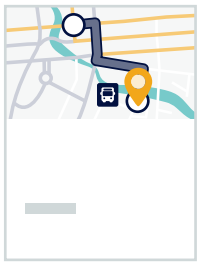
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



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Emissions [7]

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.

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.

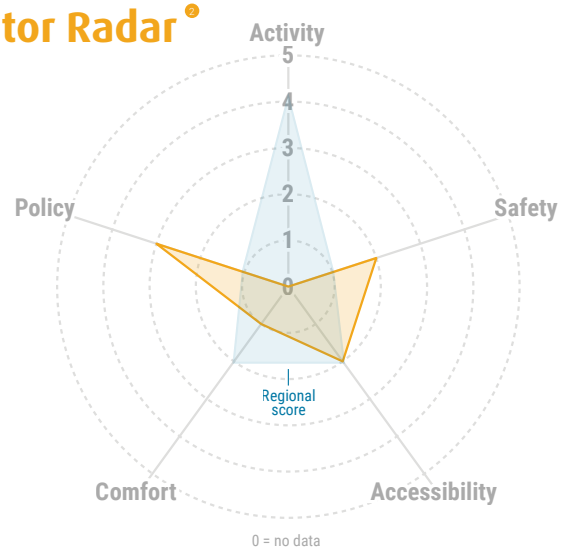
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

South Africa

Poulation: 58 466 000 [1]
Walking and Cycling Policy: some level
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

KM of network evaluated IRAP	3 410km	
KM of network 3★ or above IRAP	56km	2%

Cycling

KM of network evaluated IRAP	1 160km	
KM of network 3* or above IRAP	56km	5%

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

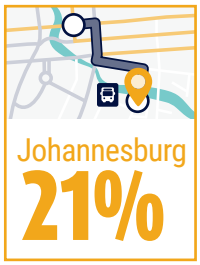
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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".

[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.**

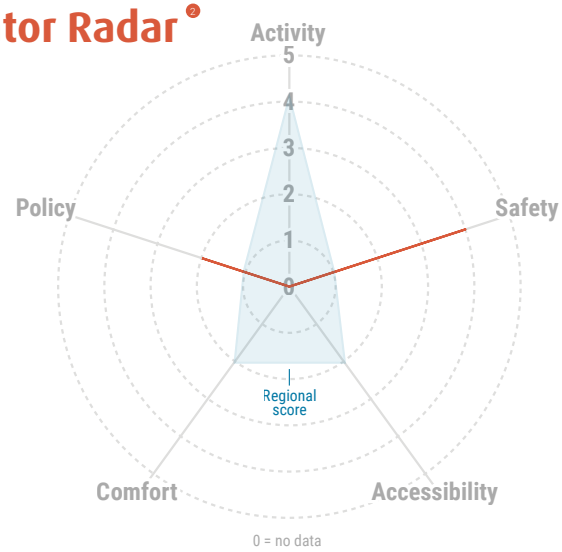
[6] There is no **activity/demand** data currently available.

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

South Sudan

Poulation: 10 545 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

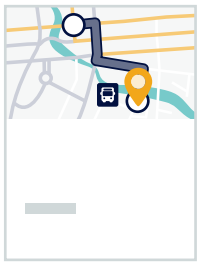
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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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[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.

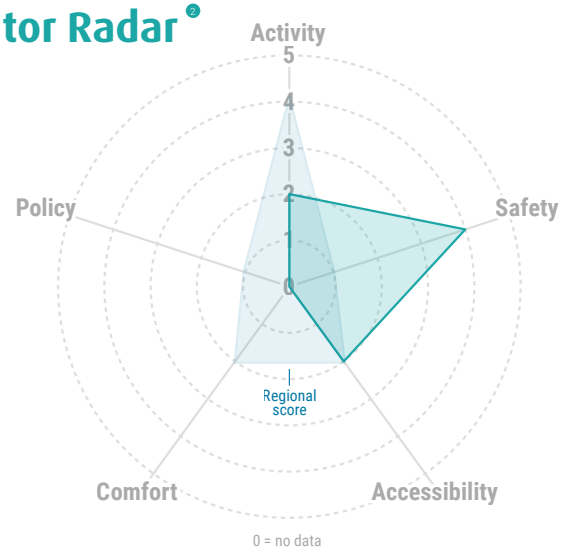
[6] There is no **activity/demand** data currently available.

[7] **Emissions** data is currently not available.

Sudan

Poulation: 43 828 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

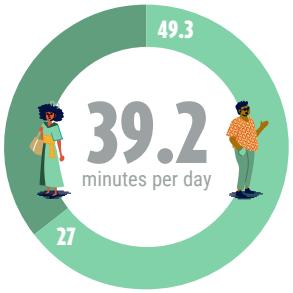
Estimated injuries per year

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

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

Activity/Demand [6]

Average of transport related physical activity per day

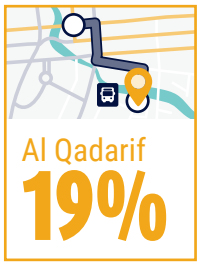


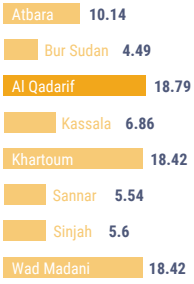
Women
Men

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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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[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.**

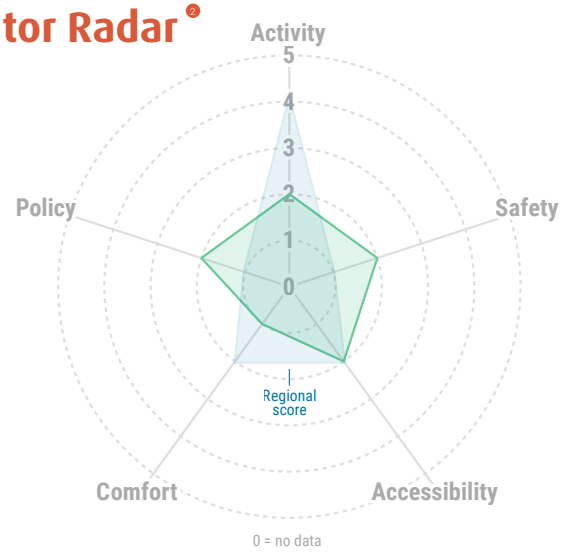
[6] The WHO STEPWise **demand/activity** data was collected in 2016.

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

Tanzania

Poulation: 60 772 000 [1]
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



Comfort [3]

Walking

KM of network evaluated IRAP	2 243km
KM of network 3★ or above IRAP	71km → 3%

Cycling

KM of network evaluated IRAP	1 162km
KM of network 3* or above IRAP	71km → 6%

Safety [4]

Estimated total road deaths per year

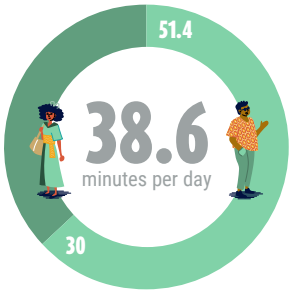
Total Deaths	100%	5824
Pedestrians	40%	2355
Cyclists	5%	304

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

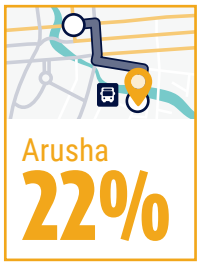


African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Emissions [7]

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.

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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[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.**

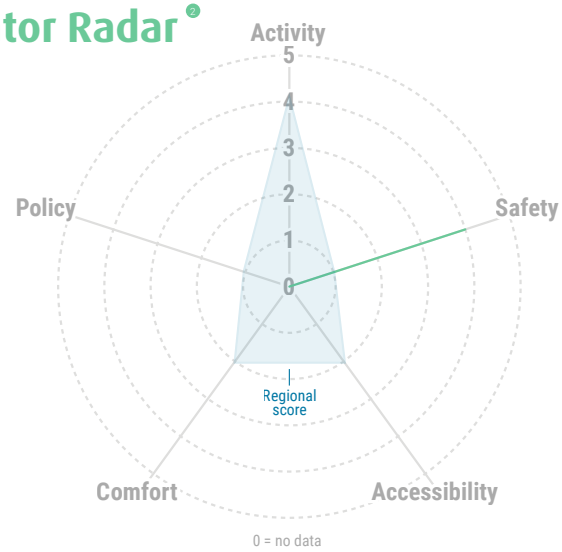
[6] The WHO STEPWise **demand/activity** data was collected in 2012.

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

Togo

Poulation: 8 342 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

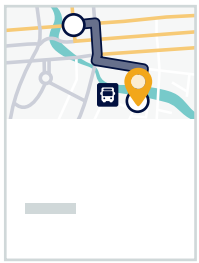
Average of transport related physical activity per day

African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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.

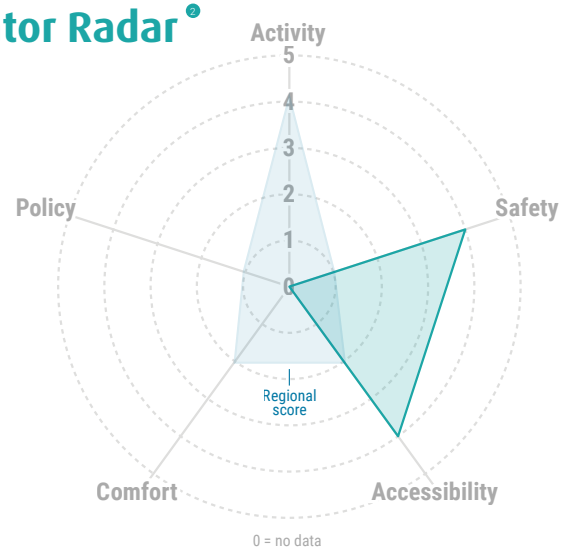
[6] There is no **activity/demand** data currently available.

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

Tunisia

Poulation: 12 106 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

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

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

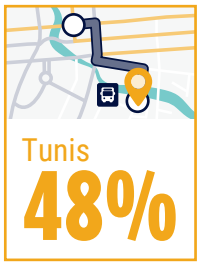
–

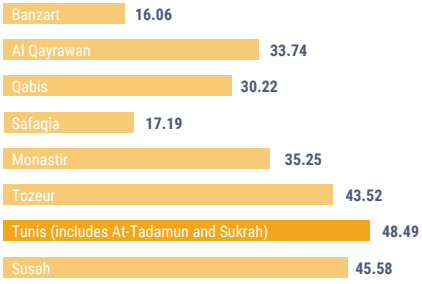
African Average 55.9%

Global Average 49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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.**

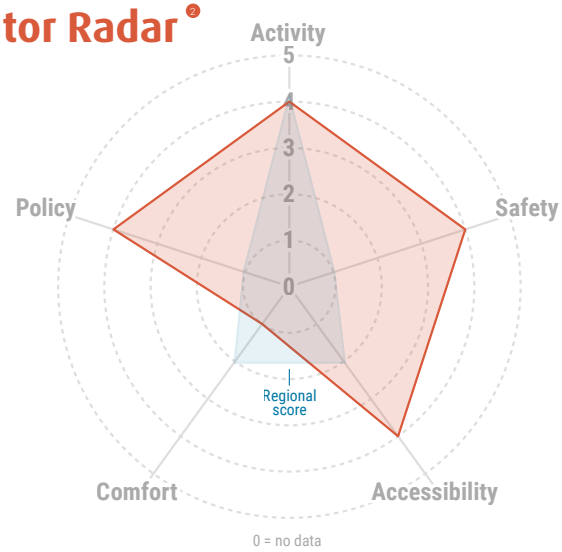
[6] There is no **activity/demand** data currently available.

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

Uganda

Poulation: 43 686 000 [1]
Walking and Cycling Policy: strong
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

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%

Safety [4]

Estimated total road deaths per year

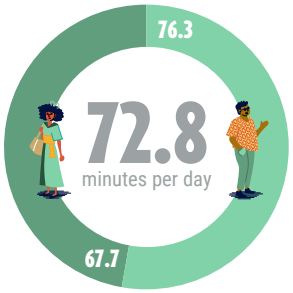
Total Deaths	100%	5 563
Pedestrians	35%	1 922
Cyclists	10%	532

Estimated injuries per year

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

Activity/Demand [6]

Average of transport related physical activity per day

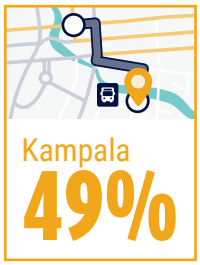


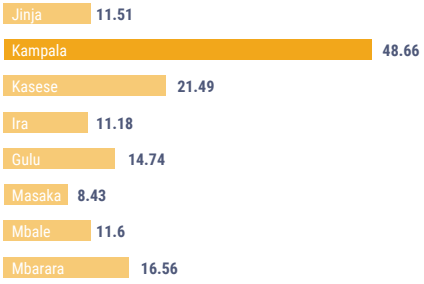
African Average
55.9%

Global Average
49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters





Emissions [7]

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.

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.**

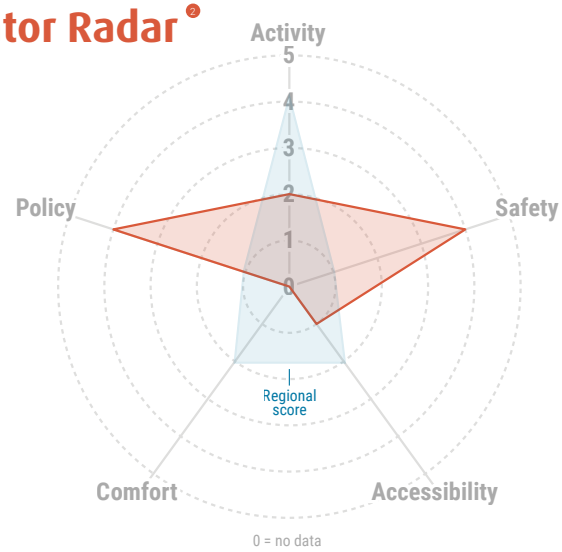
[6] The WHO STEPWise **demand/activity** data was collected in 2014.

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

Zambia

Poulation: 18 655 000 [1]
Walking and Cycling Policy: strong
African Charter for Road Safety: ✚ signed
Design standards for pedestrians /cyclists: n.a.

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

Estimated total road deaths per year

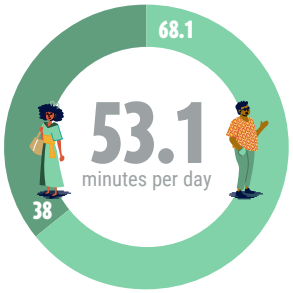
Total Deaths	100%	2284
Pedestrians	49%	1119
Cyclists	10%	233

Estimated injuries per year

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

Activity/Demand [6]

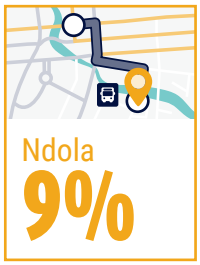
Average of transport related physical activity per day



African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



Ndola 9.39

Emissions [7]

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.

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".

[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.**

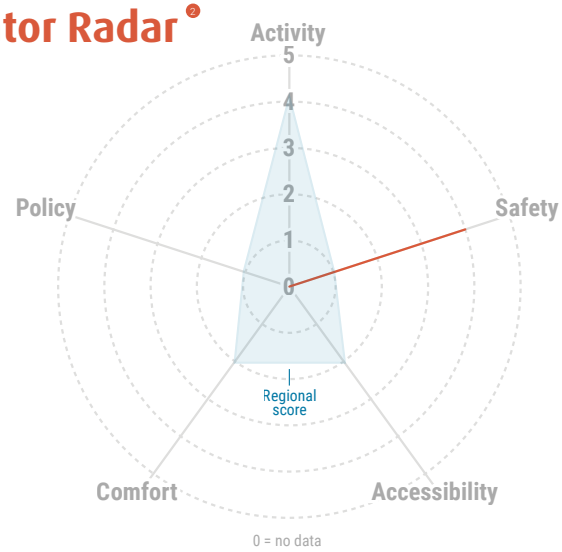
[6] The WHO STEPWise **demand/activity** data was collected in 2017.

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

Zimbabwe

Poulation: 15 505 000 [1]
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians /cyclists: partial

Indicator Radar [2]



0 = no data

Comfort [3]

Walking

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

Cycling

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

no data available

no data available

Safety [4]

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

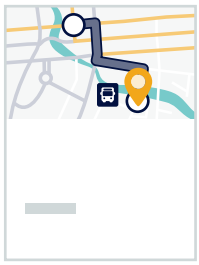
Activity/Demand [6]

Average of transport related physical activity per day

African Average	Global Average
55.9%	49.3%

Accessibility [5]

Accessibility to Public Transport within at least 500 meters



–

Emissions [7]

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.

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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.