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Algeria

Population: 43 091 000

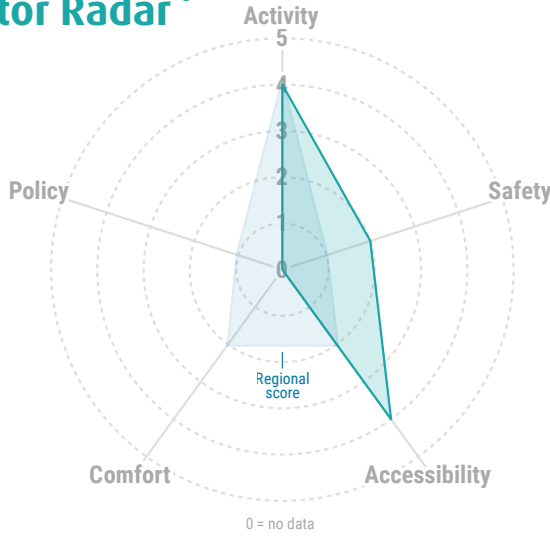
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: n.a.



Indicator Radar



Safety



Estimated total road deaths per year



Estimated injuries per year

Category	Percentage	Count
Total Deaths	100%	11 051
Pedestrians	29%	3154
Cyclists	1%	95
Total Injuries	100%	926 741
Pedestrians	29%	271 479
Cyclists	19%	176 773

Accessibility

Accessibility to Public Transport within at least 500 meters



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

Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

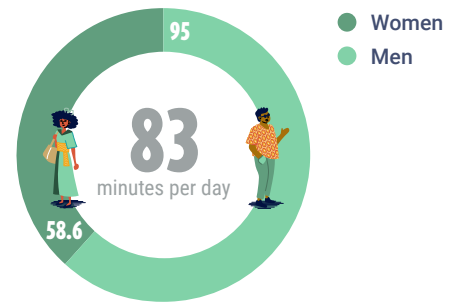
KM of network 3* or above IRAP

no data available

no data available

Activity/Demand

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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

Population: 32 899 000

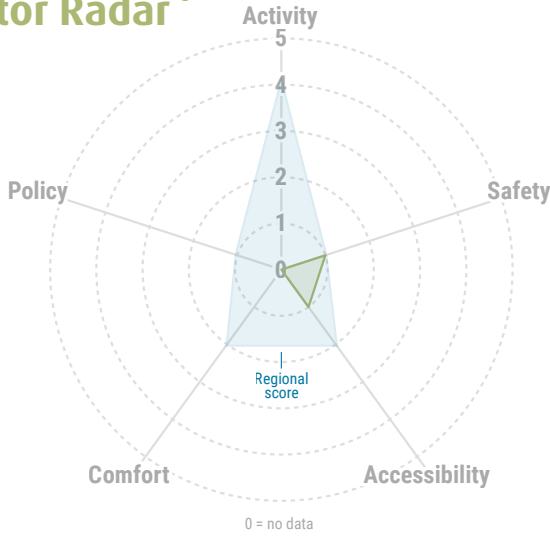
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



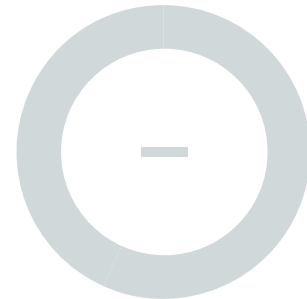
Estimated injuries per year

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

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

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



Luanda 10.67

Emissions

Percentage of emissions from the transport sector out of total emissions



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

⁵ 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

Population: 12 467 000

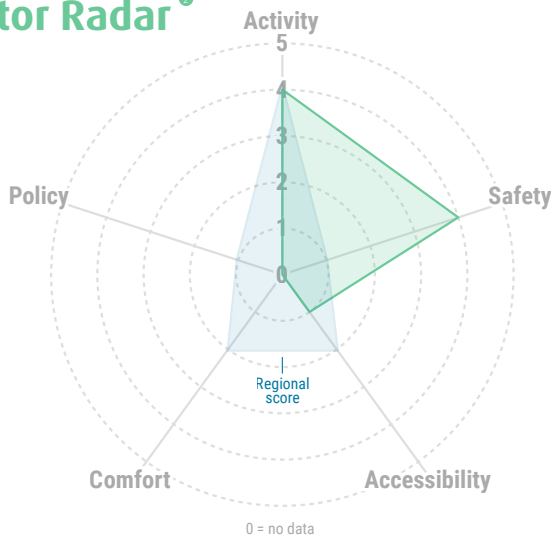
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



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

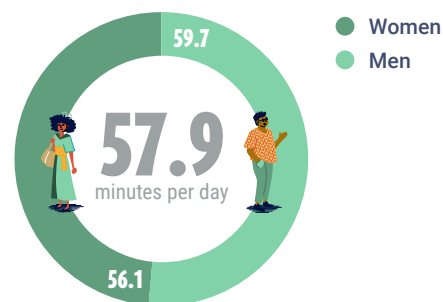


Estimated injuries per year

Total Deaths	100%	1 937	●	Total Injuries	100%	284 643	●
Pedestrians	32%	618	●	Pedestrians	30%	85 853	●
Cyclists	4%	83	●	Cyclists	22%	62 432	●

Activity/Demand

Average of transport related physical activity per day

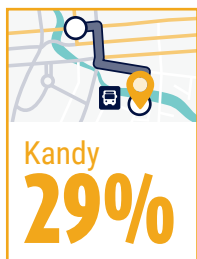


African Average 55.9%

Global Average 49.3%

Accessibility

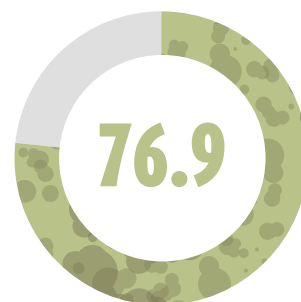
Accessibility to Public Transport within at least 500 meters



Kandy	28.94
Djougou	24.5
Parakou	11.22
Natitingou	25.19

Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 2 524 000

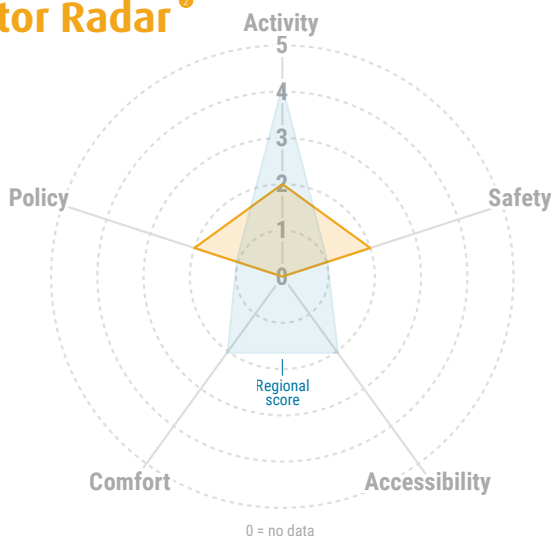
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP	–	no data available
KM of network 3★ or above IRAP	–	



Cycling

KM of network evaluated IRAP	–	no data available
KM of network 3* or above IRAP	–	

Safety



Estimated total road deaths per year



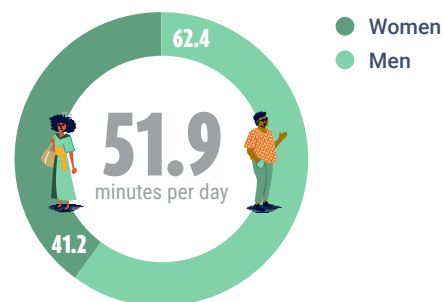
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

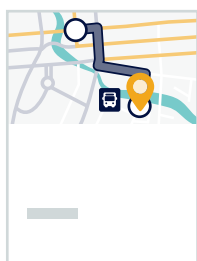


African Average
55.9%

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



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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 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

Population: 21 232 000

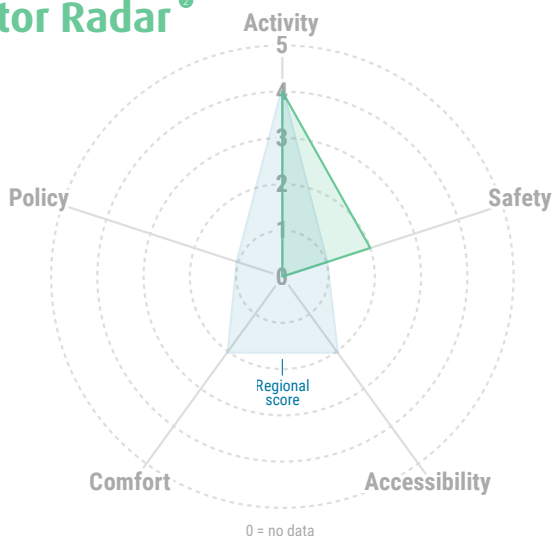
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

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



Cycling

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

no data available

no data available

Safety



Estimated total road deaths per year



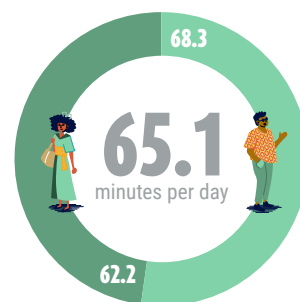
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day



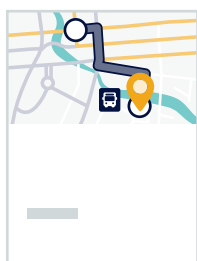
● Women
● Men

African Average 55.9%

Global Average 49.3%

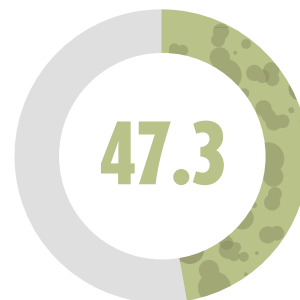
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 12 054 000

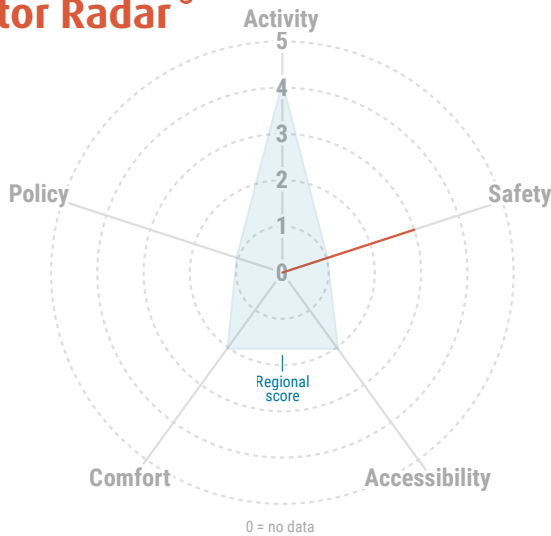
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



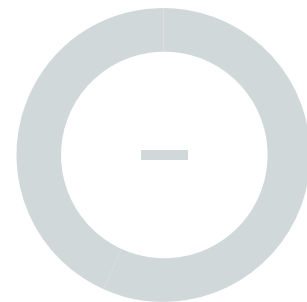
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

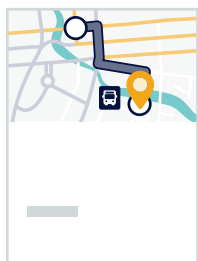


African Average 55.9%

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



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

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Cabo Verde

Population: 580 000

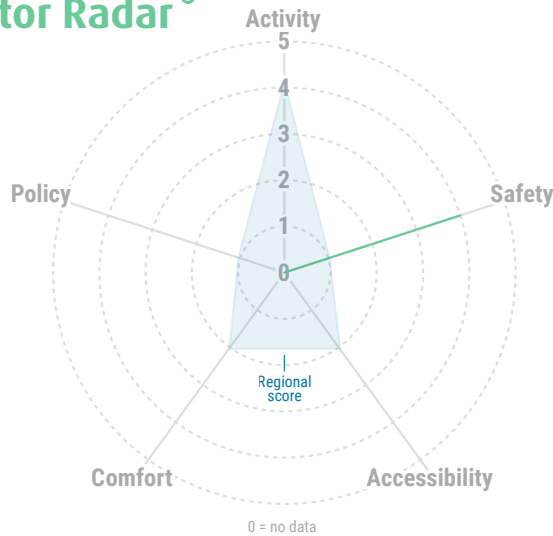
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Safety



Estimated total road deaths per year

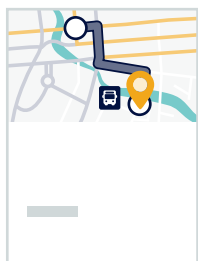


Estimated injuries per year

Total Deaths	100%	46	●	Total Injuries	100%	15 249	●
Pedestrians	46%	21	●	Pedestrians	38%	5 722	●
Cyclists	4%	2	●	Cyclists	24%	3 647	●

Accessibility

Accessibility to Public Transport within at least 500 meters



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

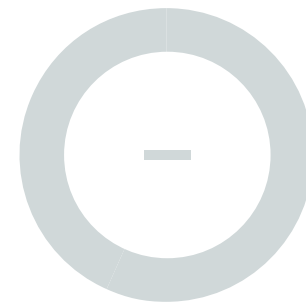
KM of network 3* or above IRAP

no data available

no data available

Activity/Demand

Average of transport related physical activity per day

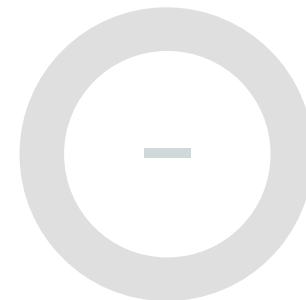


African Average 55.9%

Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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

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

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

Cameroon

Population: 26 137 000

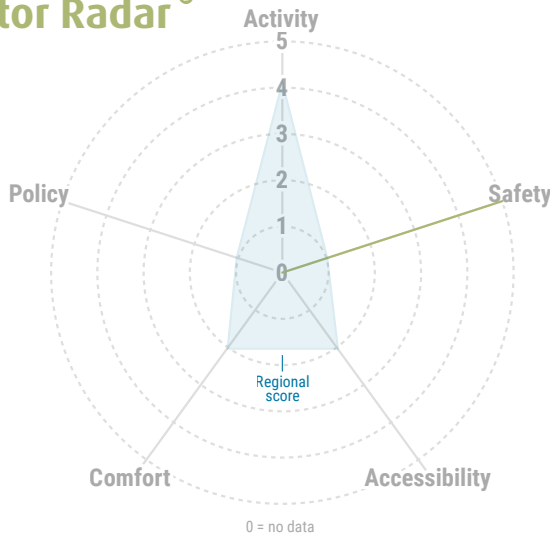
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



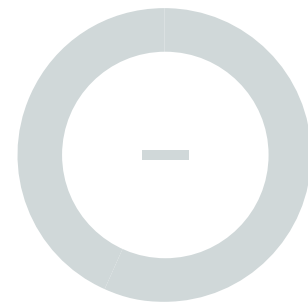
Estimated injuries per year

Total Deaths	100%	6 401
Pedestrians	12%	761
Cyclists	3%	209

Total Injuries	100%	868 012
Pedestrians	22%	191 274
Cyclists	22%	194 176

Activity/Demand

Average of transport related physical activity per day

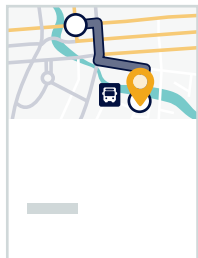


African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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

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

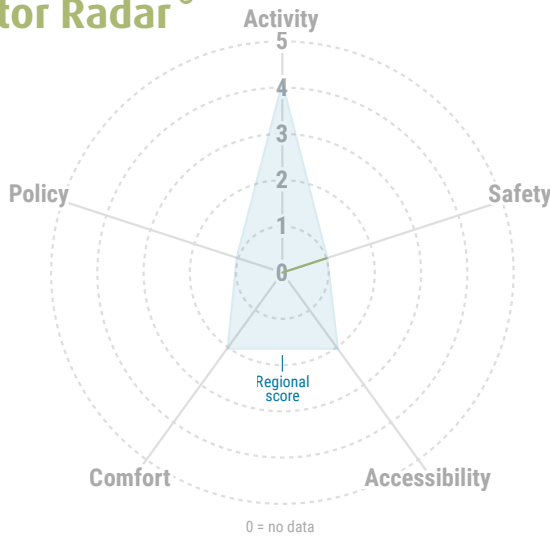
⁷ **Emissions** data has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnership.

Central African Republic

Population: 5 272 000
 Walking and Cycling Policy: no
 African Charter for Road Safety: + signed
 Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort

Walking	
KM of network evaluated IRAP	—
KM of network 3★ or above IRAP	—
Cycling	
KM of network evaluated IRAP	—
KM of network 3* or above IRAP	—

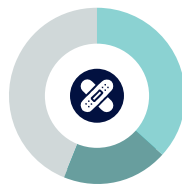
no data available

no data available

Safety



Estimated total road deaths per year

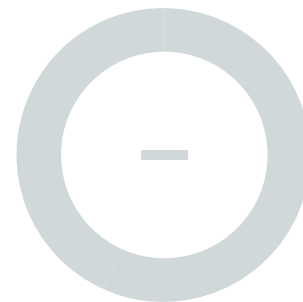


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	3044	●
Pedestrians	41%	1247	●
Cyclists	2%	59	●
Total Injuries	100%	85660	●
Pedestrians	37%	31524	●
Cyclists	19%	16651	●

Activity/Demand

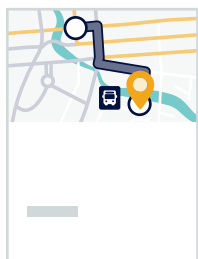
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

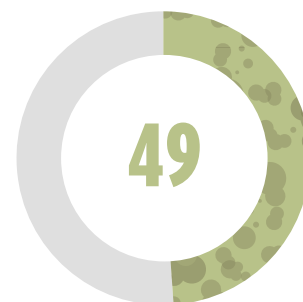
Accessibility

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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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

Population: 16 379 000

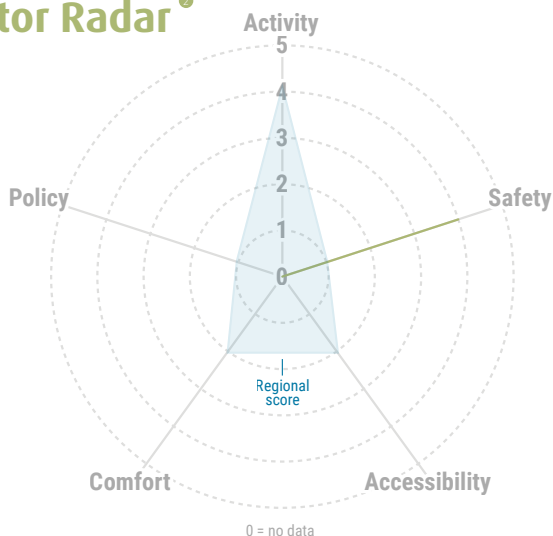
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

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



Cycling

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

no data available

no data available

Safety



Estimated total road deaths per year



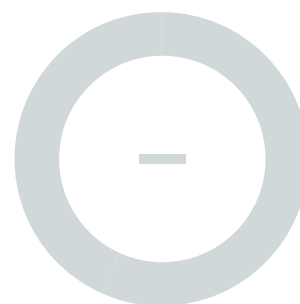
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

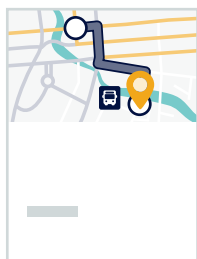


African Average 55.9%

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

Comoros

Population: 798 000

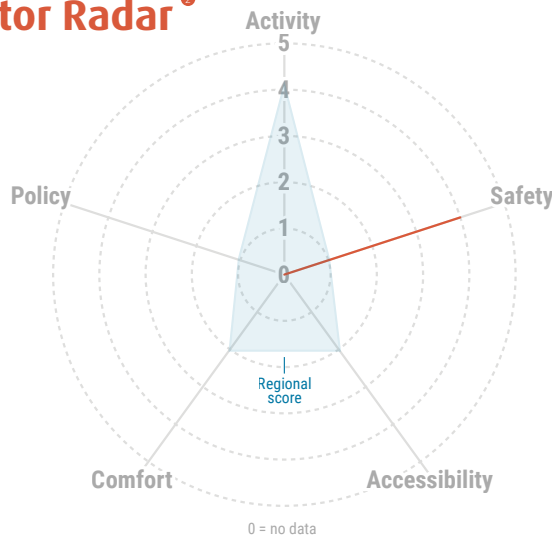
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

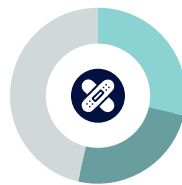
no data available

no data available

Safety



Estimated total road deaths per year



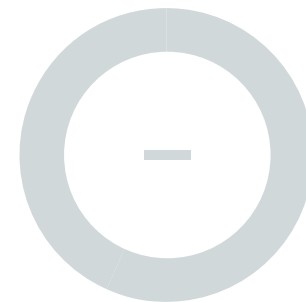
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

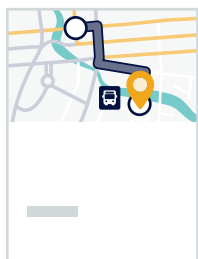


African Average 55.9%

Global Average 49.3%

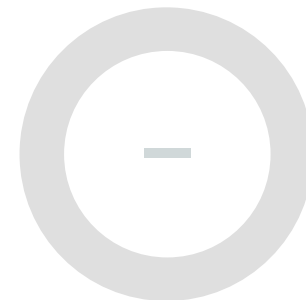
Accessibility

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.

Côte d'Ivoire

Population: 26 478 000

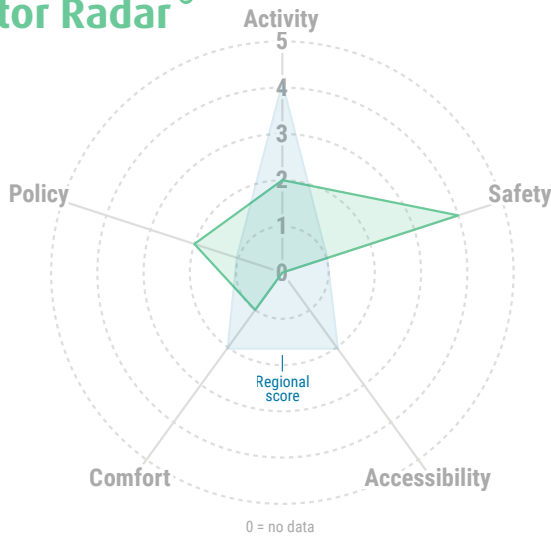
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



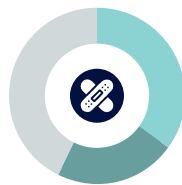
Indicator Radar



Safety



Estimated total road deaths per year



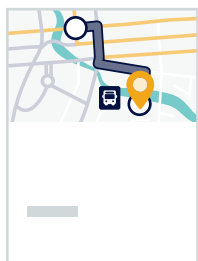
Estimated injuries per year

Category	Percentage	Count
Total Deaths	100%	3352
Pedestrians	32%	1081
Cyclists	3%	111

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

Accessibility

Accessibility to Public Transport within at least 500 meters



Comfort



Walking

KM of network evaluated IRAP — 21km

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



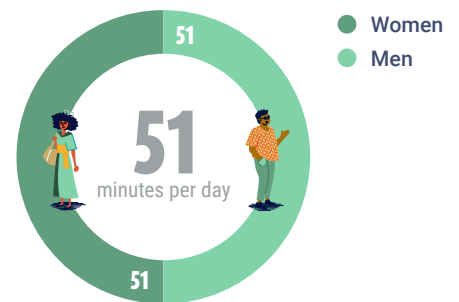
Cycling

KM of network evaluated IRAP 1.1km

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

Activity/Demand

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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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 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

Population: 91 332 000

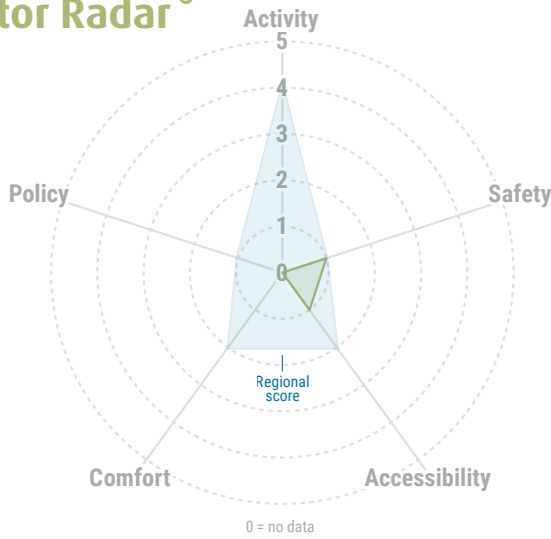
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



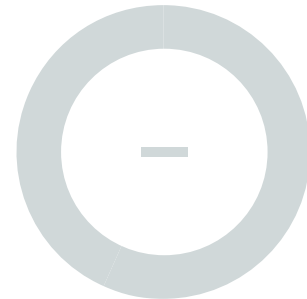
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

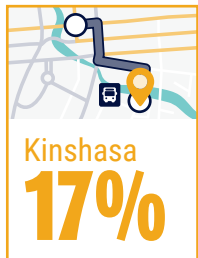


African Average 55.9%

Global Average 49.3%

Accessibility

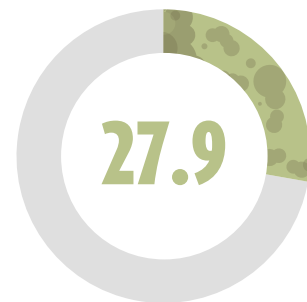
Accessibility to Public Transport within at least 500 meters



Kinshasa 17.42
Lubumbashi 4.56

Emissions

Percentage of emissions from the transport sector out of total emissions



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

Population: 1 082 000

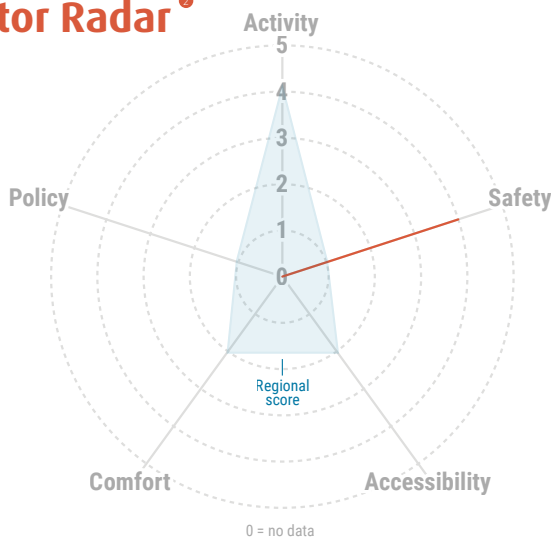
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: n.a.



Indicator Radar



Comfort



Walking

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



Cycling

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

no data available

no data available

Safety



Estimated total road deaths per year



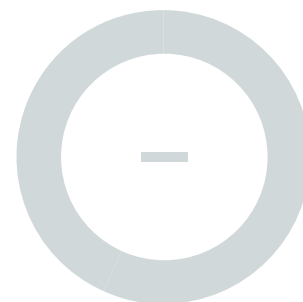
Estimated injuries per year

Total Deaths	100%	161	<input type="radio"/>
Pedestrians	42%	67	<input checked="" type="radio"/>
Cyclists	5%	8	<input checked="" type="radio"/>

Total Injuries	100%	36 072	<input type="radio"/>
Pedestrians	41%	14 786	<input checked="" type="radio"/>
Cyclists	24%	8 495	<input checked="" type="radio"/>

Activity/Demand

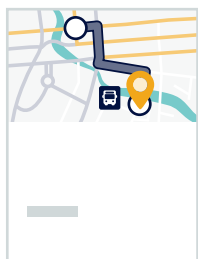
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

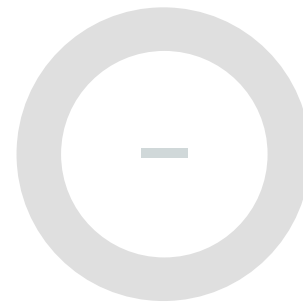
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 106 539 000

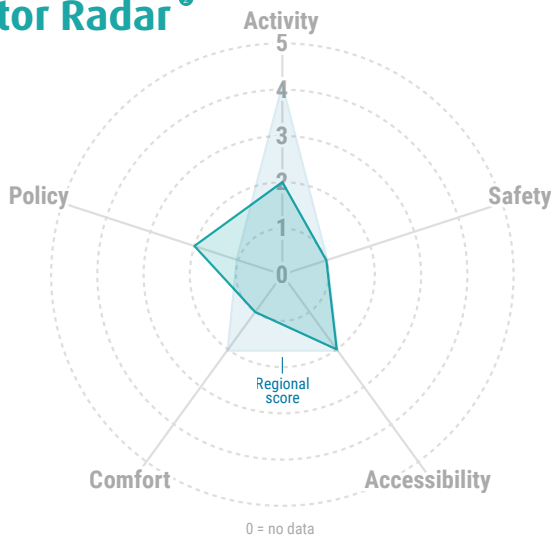
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



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



Estimated total road deaths per year



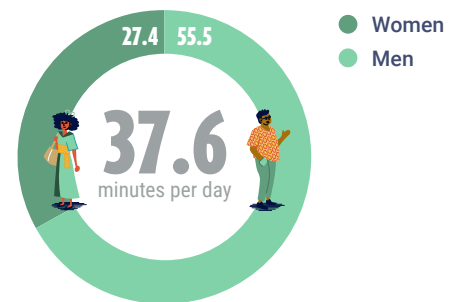
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day



African Average 27.4
55.9%

Global Average 37.6
49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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

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 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

Population: 1 578 000

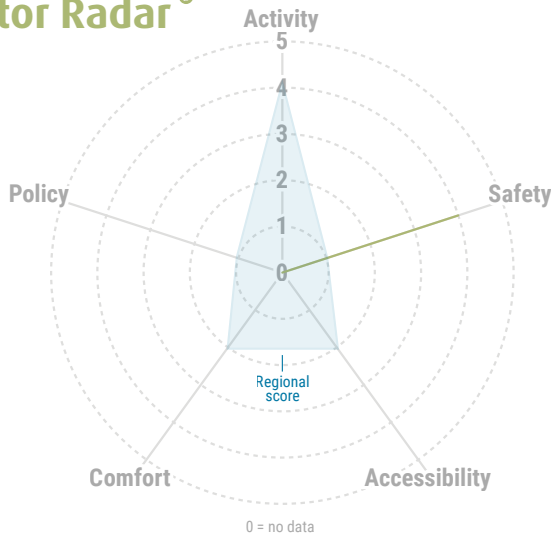
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

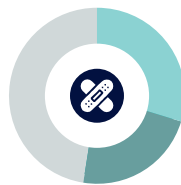
no data available

no data available

Safety



Estimated total road deaths per year



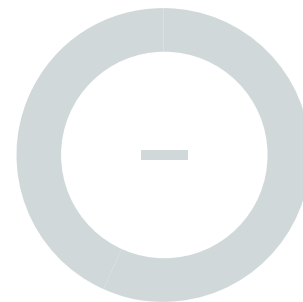
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

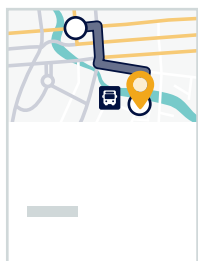


African Average 55.9%

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.

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

Population: 3 524 000

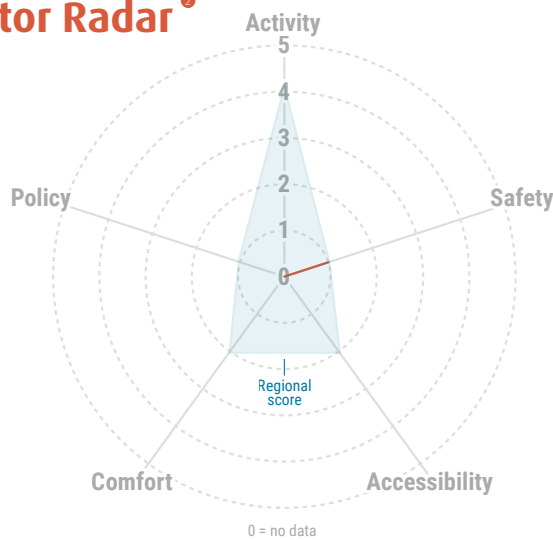
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

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



Cycling

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

no data available

no data available

Safety



Estimated total road deaths per year



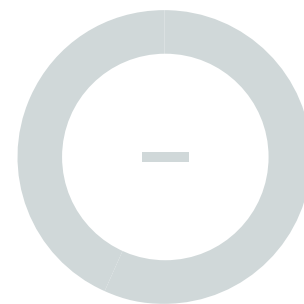
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

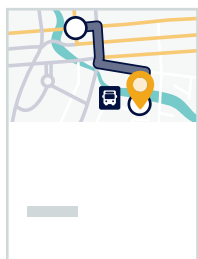


African Average 55.9%

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

Eswatini

Population: 1 174 000

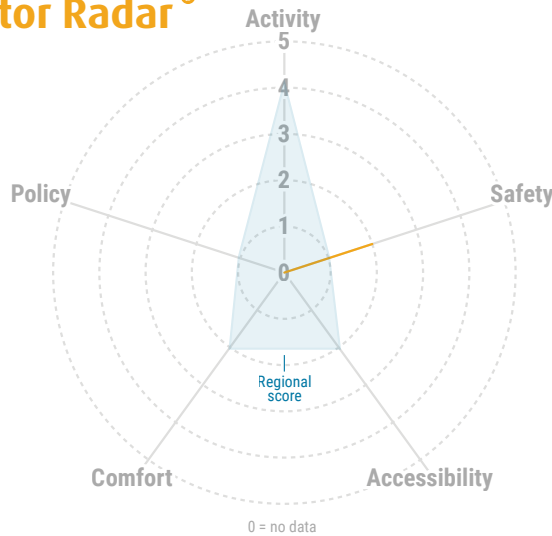
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



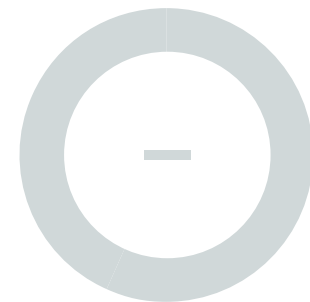
Estimated injuries per year

Total Deaths	100%	397	<input type="radio"/>
Pedestrians	37%	145	<input checked="" type="radio"/>
Cyclists	2%	6	<input checked="" type="radio"/>

Total Injuries	100%	20654	<input type="radio"/>
Pedestrians	41%	8423	<input checked="" type="radio"/>
Cyclists	16%	3221	<input checked="" type="radio"/>

Activity/Demand

Average of transport related physical activity per day

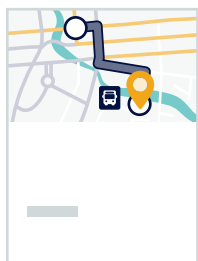


African Average 55.9%

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

Ethiopia

Population: 115 638 000

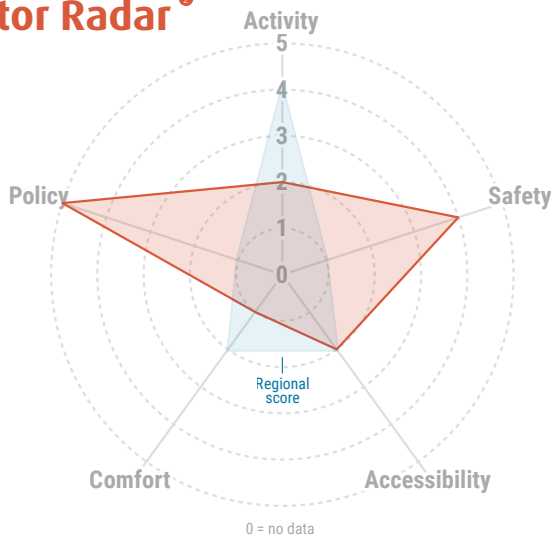
Walking and Cycling Policy: excellent

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



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



Estimated total road deaths per year

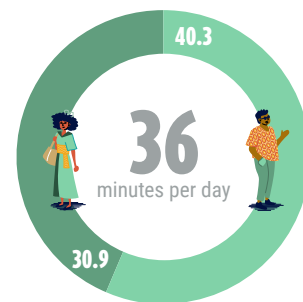


Estimated injuries per year

Category	Percentage	Count	Color
Total Deaths	100%	9211	Grey
Pedestrians	43%	3931	Teal
Cyclists	4%	399	Dark Teal
Total Injuries	100%	1798043	Grey
Pedestrians	34%	615250	Teal
Cyclists	34%	606724	Dark Teal

Activity/Demand

Average of transport related physical activity per day

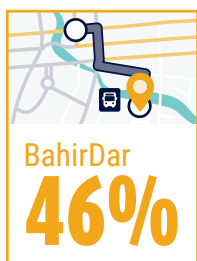


African Average 30.9

Global Average 40.3

Accessibility

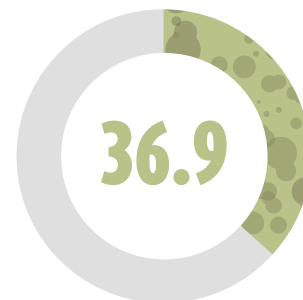
Accessibility to Public Transport within at least 500 meters



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

Emissions

Percentage of emissions from the transport sector out of total emissions



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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 2015.

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

Gabon

Population: 2 268 000

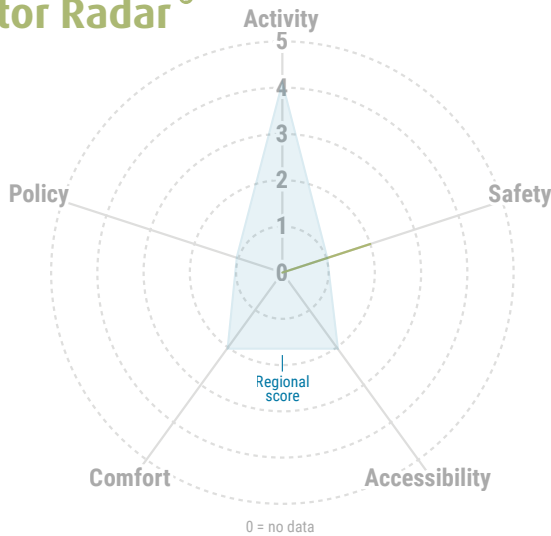
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

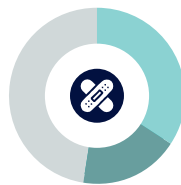
no data available

no data available

Safety



Estimated total road deaths per year



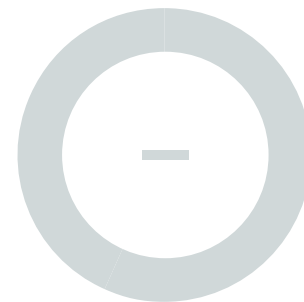
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

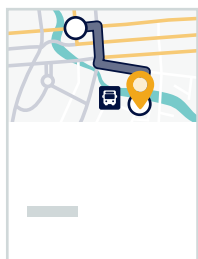


African Average 55.9%

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



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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.

Gambia

Population: 2 541 000

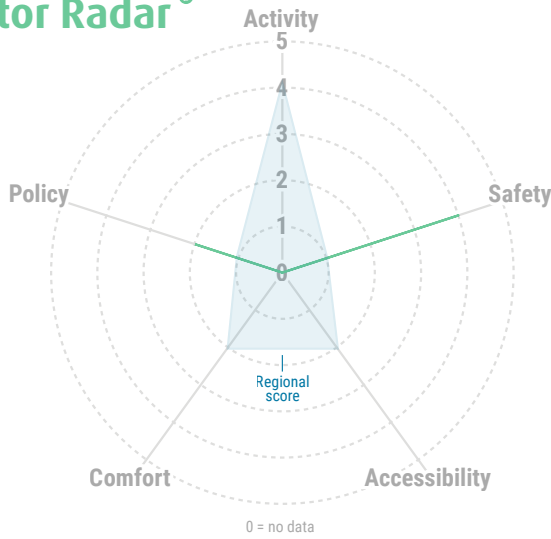
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

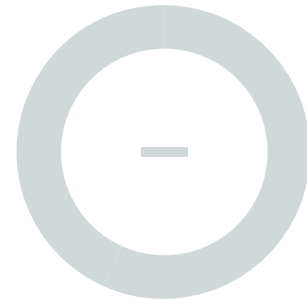


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	258	●
Pedestrians	34%	87	●
Cyclists	3%	8	●
Total Injuries	100%	43 919	●
Pedestrians	37%	16 054	●
Cyclists	21%	9 205	●

Activity/Demand

Average of transport related physical activity per day

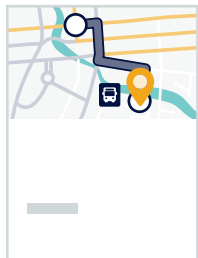


African Average 55.9%

Global Average 49.3%

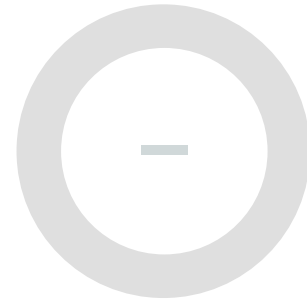
Accessibility

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.

Ghana

Population: 31 849 000

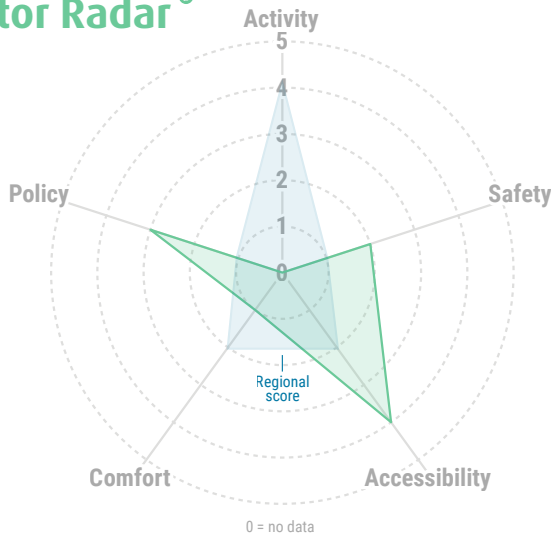
Walking and Cycling Policy: some level

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP — 77km

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



Cycling

KM of network evaluated IRAP —

KM of network 3* or above IRAP —

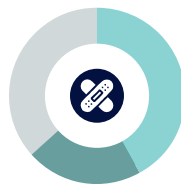
70%

no data available

Safety



Estimated total road deaths per year



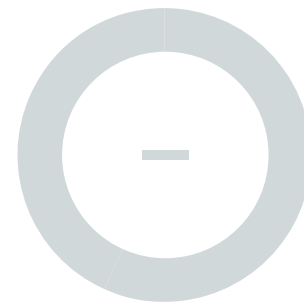
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

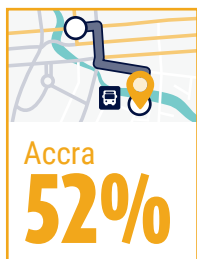


African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Accra 52.46

Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 13 042 000

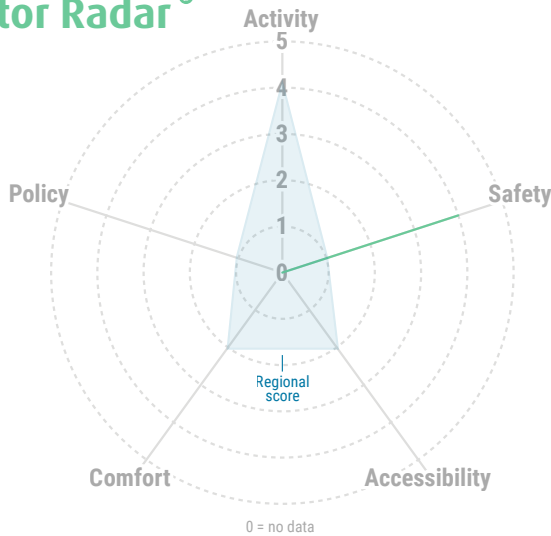
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



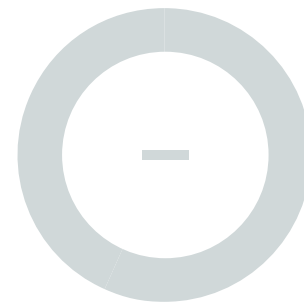
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

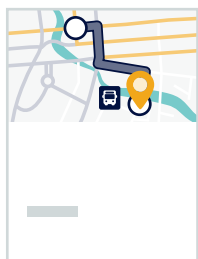


African Average 55.9%

Global Average 49.3%

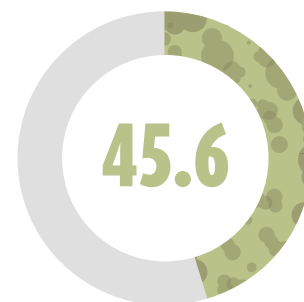
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 1 993 000

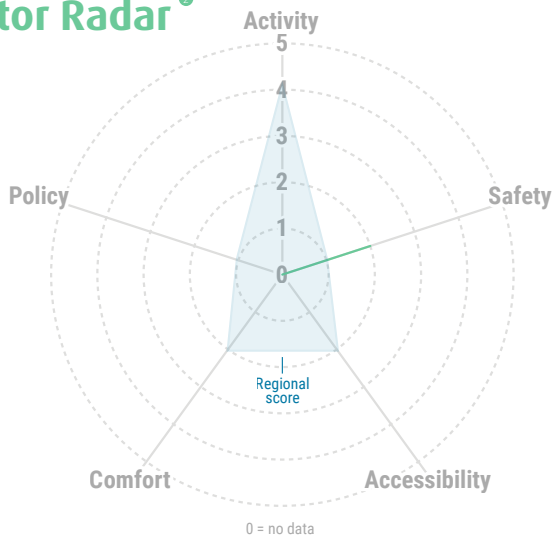
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



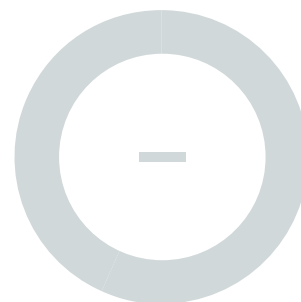
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

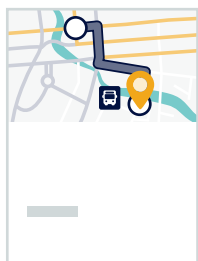


African Average 55.9%

Global Average 49.3%

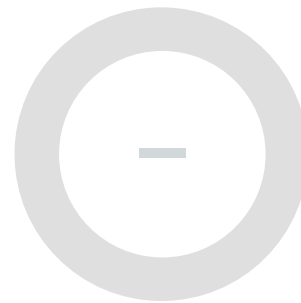
Accessibility

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.

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

Population: 51 460 000

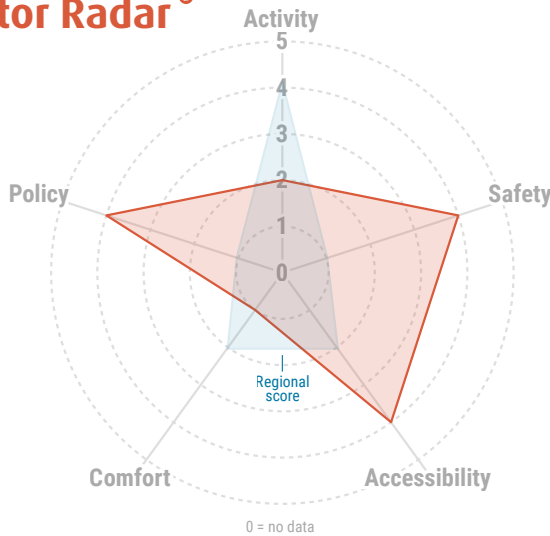
Walking and Cycling Policy: strong

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



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



Estimated total road deaths per year

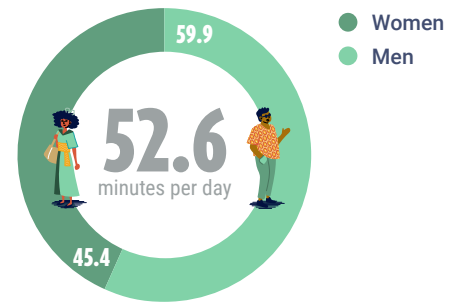


Estimated injuries per year

Category	Percentage	Count
Total Deaths	100%	4 594
Pedestrians	55%	2 547
Cyclists	4%	161
Total Injuries	100%	964 803
Pedestrians	42%	401 711
Cyclists	28%	271 204

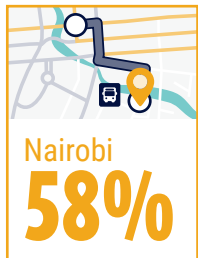
Activity/Demand

Average of transport related physical activity per day



Accessibility

Accessibility to Public Transport within at least 500 meters



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

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 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

Population: 2 240 000

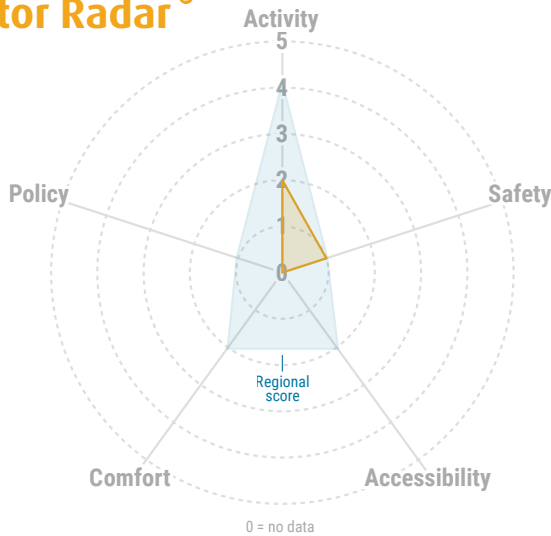
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

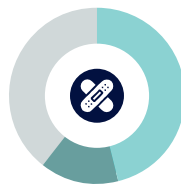
no data available

no data available

Safety



Estimated total road deaths per year

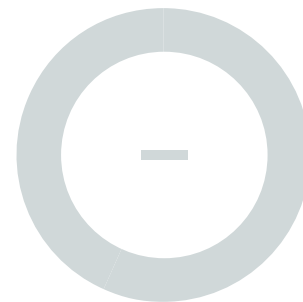


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	923	<input type="radio"/>
Pedestrians	40%	368	<input checked="" type="radio"/>
Cyclists	1%	12	<input checked="" type="radio"/>
Total Injuries	100%	43007	<input type="radio"/>
Pedestrians	46%	19856	<input checked="" type="radio"/>
Cyclists	15%	6242	<input checked="" type="radio"/>

Activity/Demand

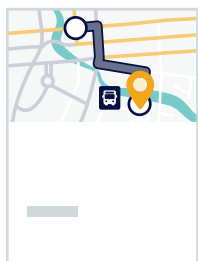
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

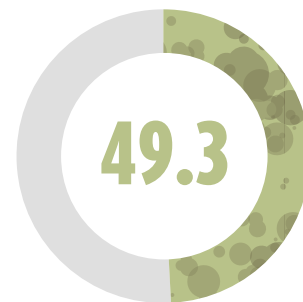
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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.

Liberia

Population: 5 034 000

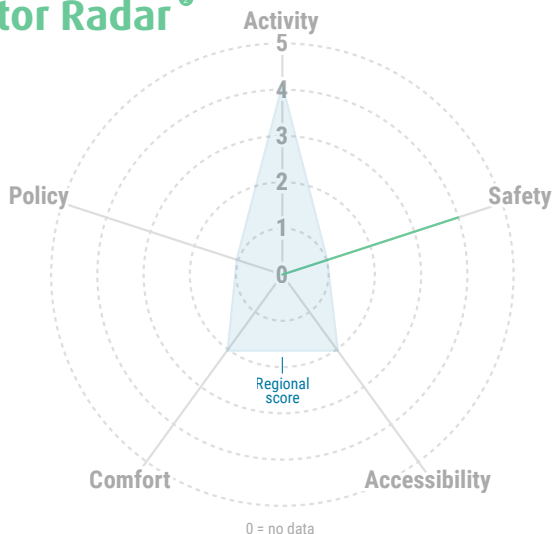
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: partial



Indicator Radar



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



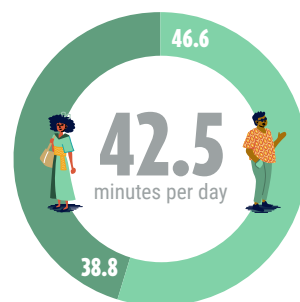
Estimated injuries per year

Total Deaths	100%	503	<input type="radio"/>
Pedestrians	33%	168	<input type="radio"/>
Cyclists	3%	16	<input type="radio"/>

Total Injuries	100%	93270	<input type="radio"/>
Pedestrians	33%	31103	<input type="radio"/>
Cyclists	25%	23274	<input type="radio"/>

Activity/Demand

Average of transport related physical activity per day



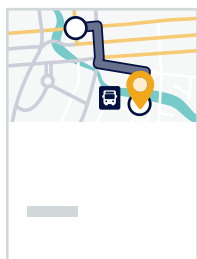
● Women
● Men

African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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 2011.

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

Libya

Population: 6 612 000

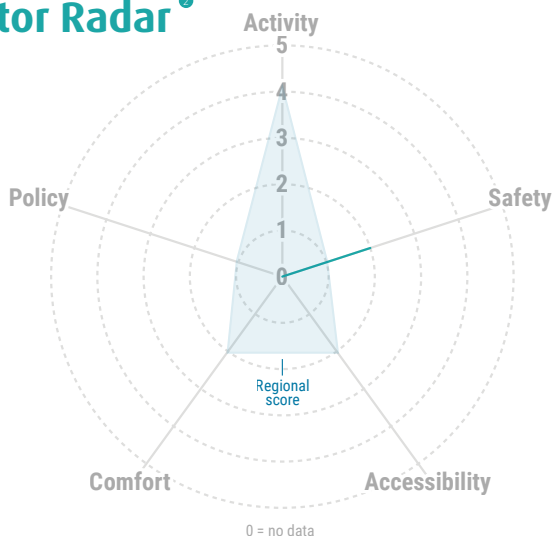
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians/cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



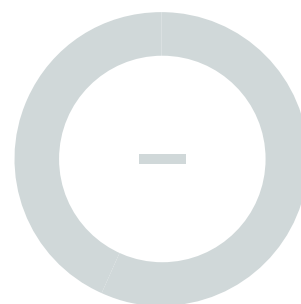
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

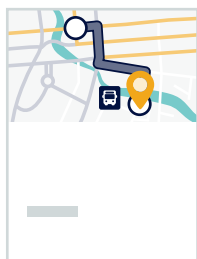


African Average 55.9%

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 has been collected from the **Tracker of Climate Strategies for Transport** jointly developed by GIZ and the SLOCAT Partnerships.

Madagascar

Population: 27 879 000

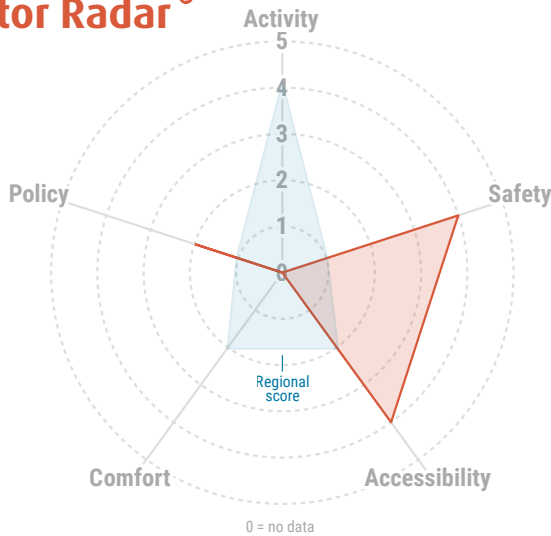
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

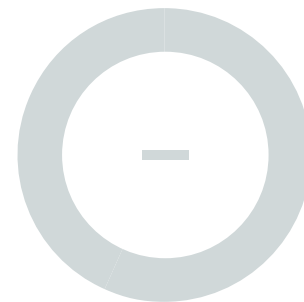


Estimated injuries per year

Category	Percentage	Count	Status
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

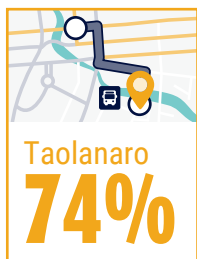
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

Accessibility

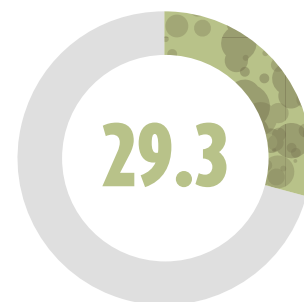
Accessibility to Public Transport within at least 500 meters



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

Emissions

Percentage of emissions from the transport sector out of total emissions



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

⁵ 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

Population: 19 121 000

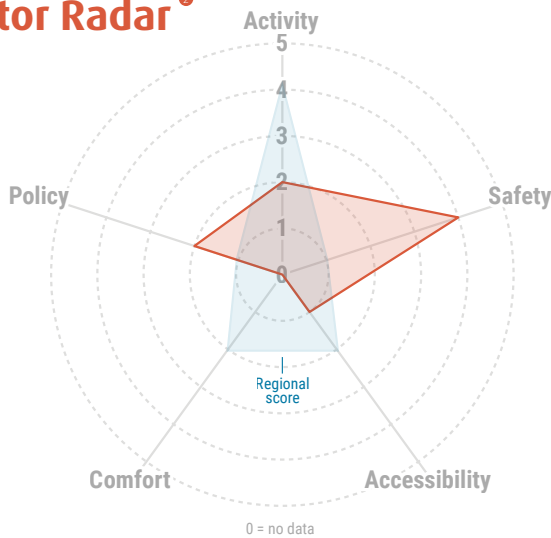
Walking and Cycling Policy: some level

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

no data available



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

Safety



Estimated total road deaths per year

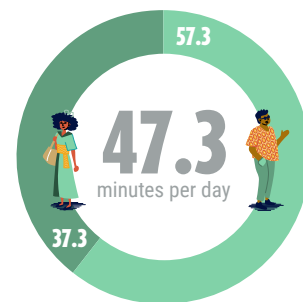


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	2 077	●
Pedestrians	42%	881	●
Cyclists	4%	92	●
Total Injuries	100%	327 520	●
Pedestrians	40%	131 373	●
Cyclists	27%	89 893	●

Activity/Demand

Average of transport related physical activity per day

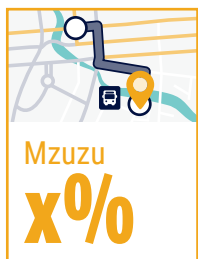


African Average 37.3

Global Average 47.3

Accessibility

Accessibility to Public Transport within at least 500 meters



Blantyre 15.38

Mzuzu 21.4

Mzuzu
x%

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 2009.

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

Mali

Population: 20 887 000

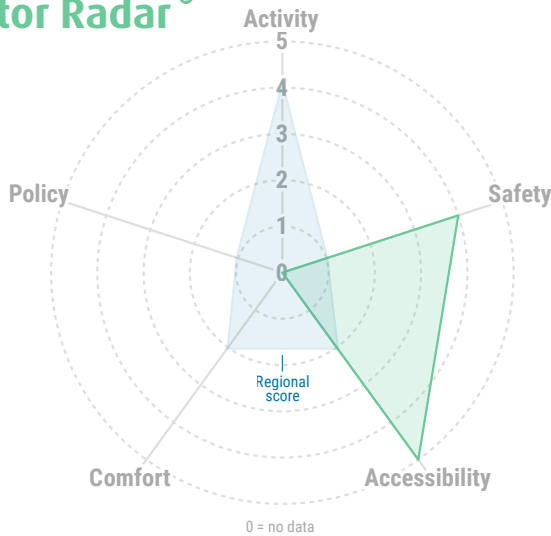
Walking and Cycling Policy: no

African Charter for Road Safety: ratified

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

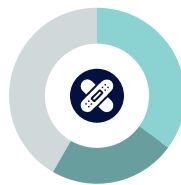
no data available

no data available

Safety



Estimated total road deaths per year



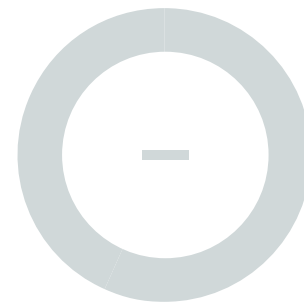
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

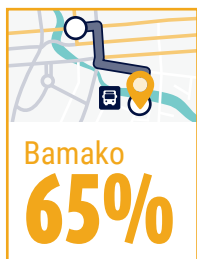


African Average 55.9%

Global Average 49.3%

Accessibility

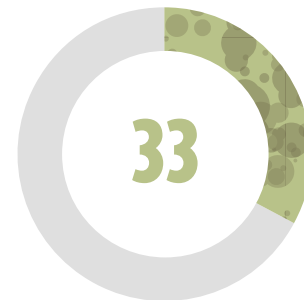
Accessibility to Public Transport within at least 500 meters



Bamako 64.52

Emissions

Percentage of emissions from the transport sector out of total emissions



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 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

Population: 4 441 000

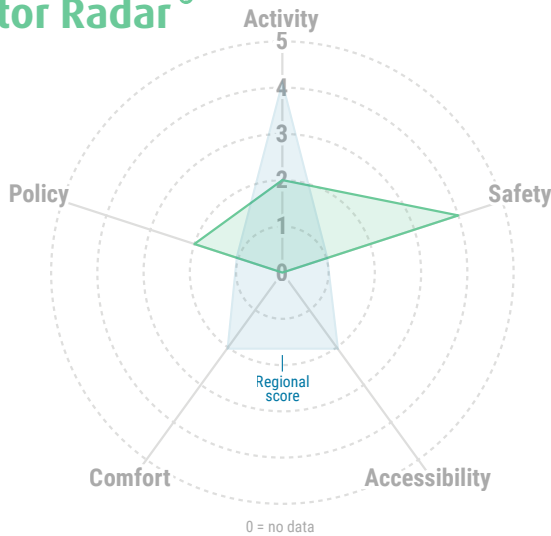
Walking and Cycling Policy: weak

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

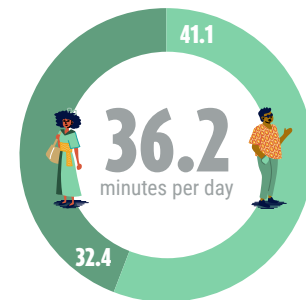


Estimated injuries per year

Category	Percentage	Count	Color
Total Deaths	100%	835	Grey
Pedestrians	25%	206	Blue
Cyclists	2%	17	Green
Total Injuries	100%	130 020	Grey
Pedestrians	34%	44 457	Blue
Cyclists	17%	22 299	Green

Activity/Demand

Average of transport related physical activity per day

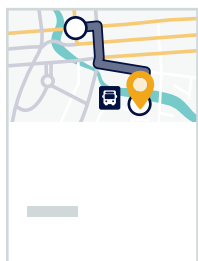


Women
Men

African Average 32.4 minutes per day
Global Average 41.1 minutes per day

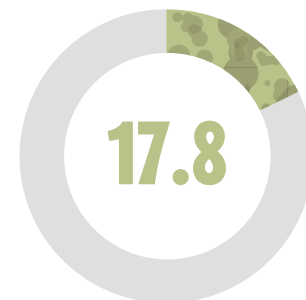
Accessibility

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.

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

Population: 1 297 000

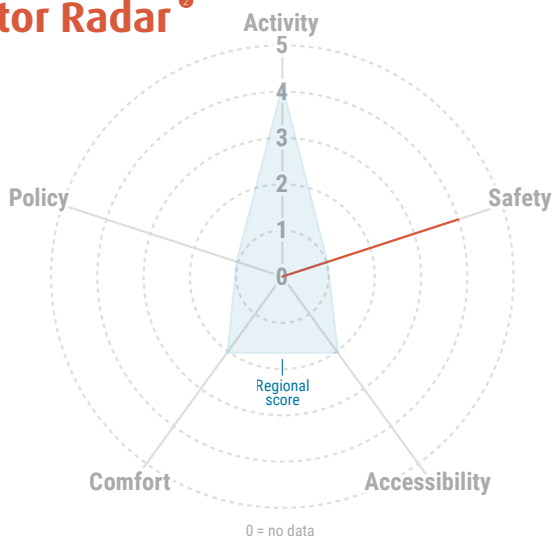
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

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



Cycling

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

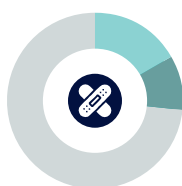
no data available

no data available

Safety



Estimated total road deaths per year



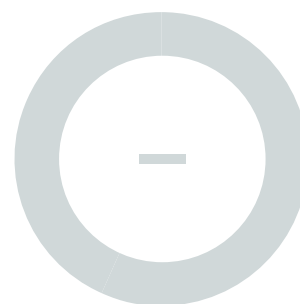
Estimated injuries per year

Total Deaths	100%	164	<input type="radio"/>
Pedestrians	27%	45	<input checked="" type="radio"/>
Cyclists	5%	8	<input checked="" type="radio"/>

Total Injuries	100%	41265	<input type="radio"/>
Pedestrians	17%	6927	<input checked="" type="radio"/>
Cyclists	10%	4148	<input checked="" type="radio"/>

Activity/Demand

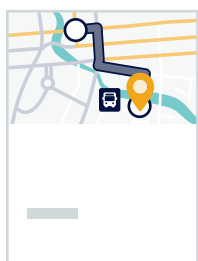
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

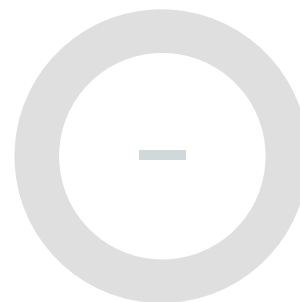
Accessibility

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.

Morocco

Population: 36 489 000

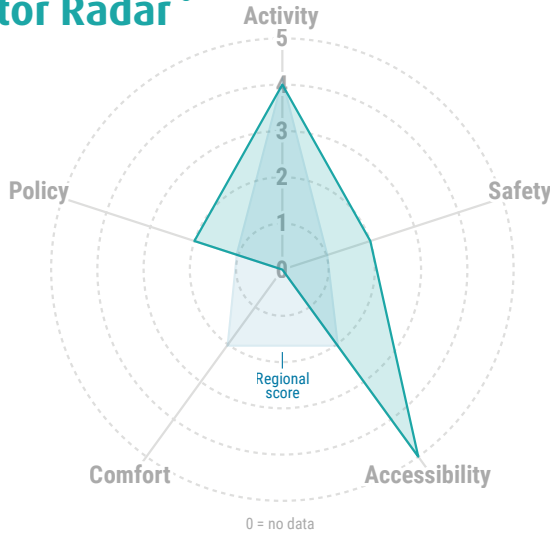
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



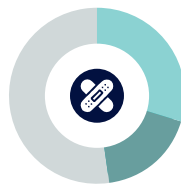
Indicator Radar



Safety



Estimated total road deaths per year

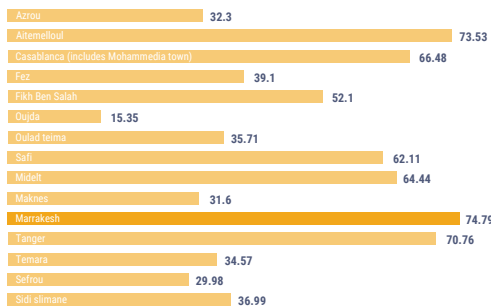
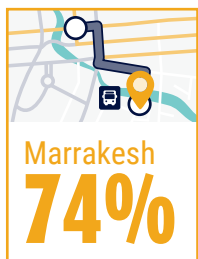


Estimated injuries per year

Category	Percentage	Count
Total Deaths	100%	9 183
Pedestrians	32%	2 967
Cyclists	1%	87
Total Injuries	100%	815 644
Pedestrians	30%	242 660
Cyclists	18%	147 817

Accessibility

Accessibility to Public Transport within at least 500 meters



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

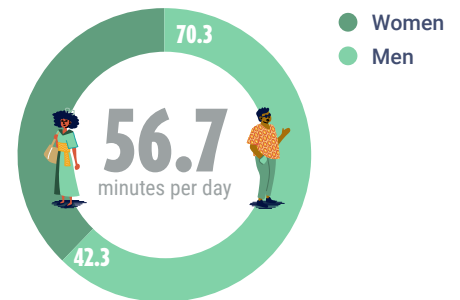
KM of network 3* or above IRAP

no data available

no data available

Activity/Demand

Average of transport related physical activity per day



African Average 55.9%

Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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 2017.

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

Mozambique

Population: 30 721 000

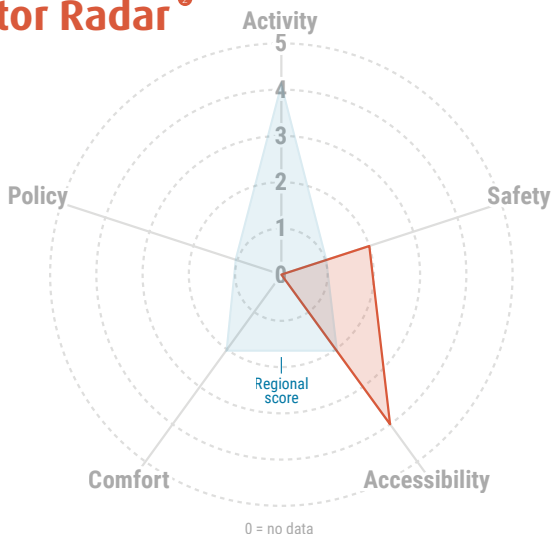
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated	IRAP	no data available
KM of network 3★ or above IRAP		no data available



Cycling

KM of network evaluated	IRAP	no data available
KM of network 3* or above IRAP		no data available

Safety



Estimated total road deaths per year



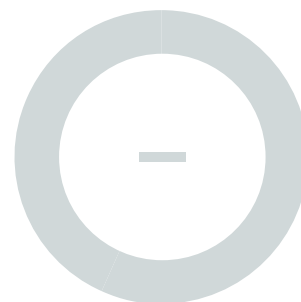
Estimated injuries per year

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

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

Activity/Demand

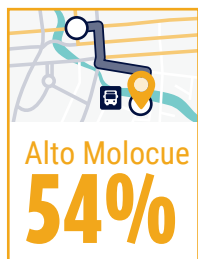
Average of transport related physical activity per day



African Average: 55.9%
Global Average: 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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

Emissions

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

Population: 2 467 000

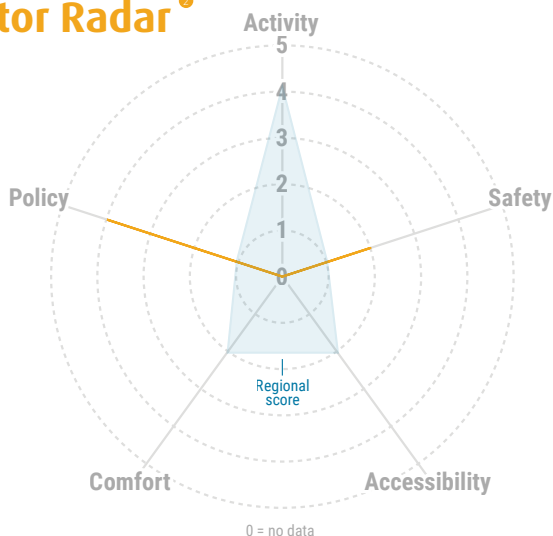
Walking and Cycling Policy: strong

African Charter for Road Safety: ratified

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP	—	no data available
KM of network 3★ or above IRAP	—	



Cycling

KM of network evaluated IRAP	—	no data available
KM of network 3* or above IRAP	—	

Safety



Estimated total road deaths per year

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

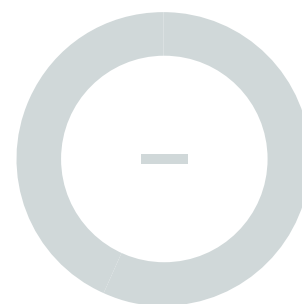


Estimated injuries per year

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

Activity/Demand

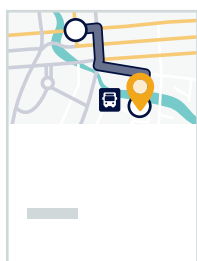
Average of transport related physical activity per day



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

Niger

Population: 23 882 000

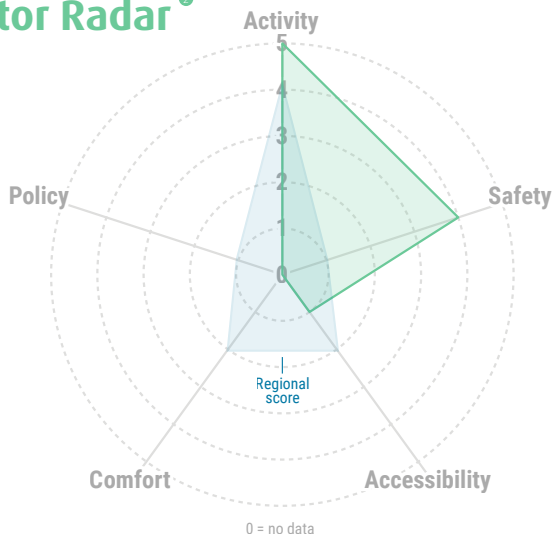
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

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



Cycling

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

no data available

no data available

Safety



Estimated total road deaths per year



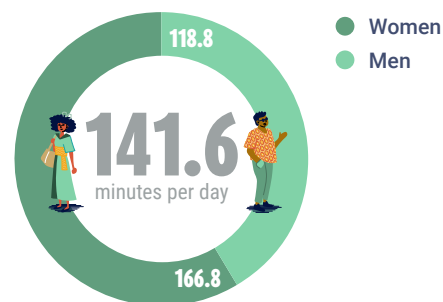
Estimated injuries per year

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

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

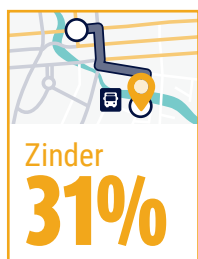
Activity/Demand

Average of transport related physical activity per day



Accessibility

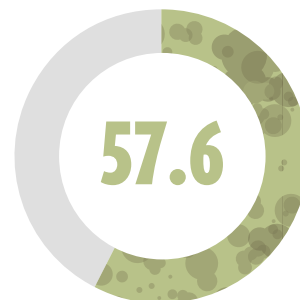
Accessibility to Public Transport within at least 500 meters



Agadez	17.23
Dosso	9
Niamey	12.5
Maradi	16.3
Zinder	31.03

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

Population: 205 781 000

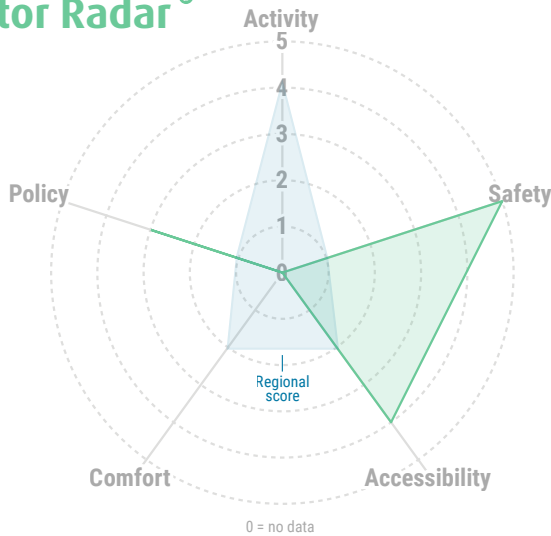
Walking and Cycling Policy: some level

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



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



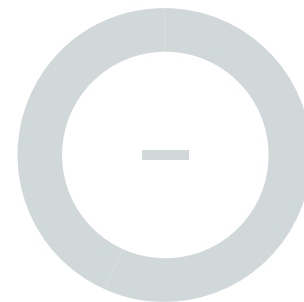
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

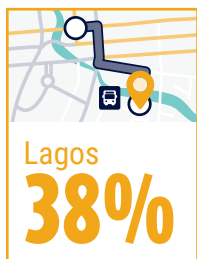


African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Ibadan	11.81
Lagos	38.11
Gombe	7.46
Oyo	20.7

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.

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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.

Republic of the Congo

Population: 5 635 000

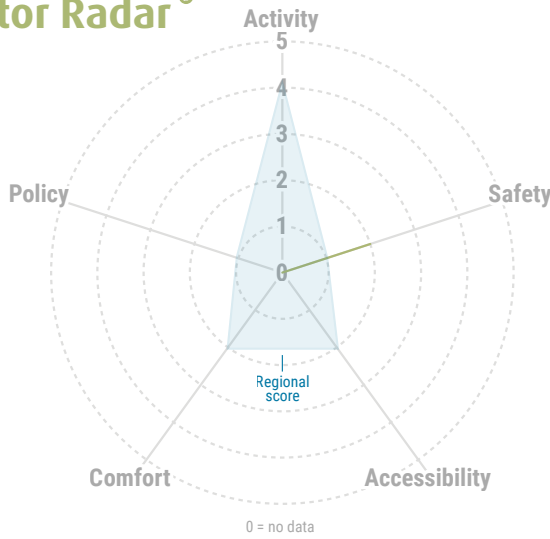
Walking and Cycling Policy: No

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



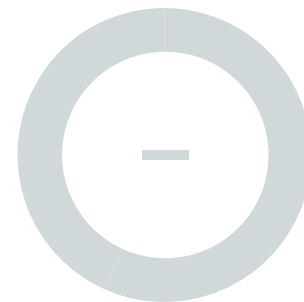
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

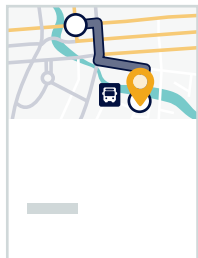


African Average 55.9%

Global Average 49.3%

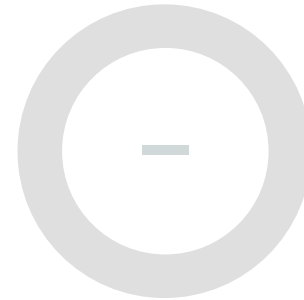
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 12 987 000

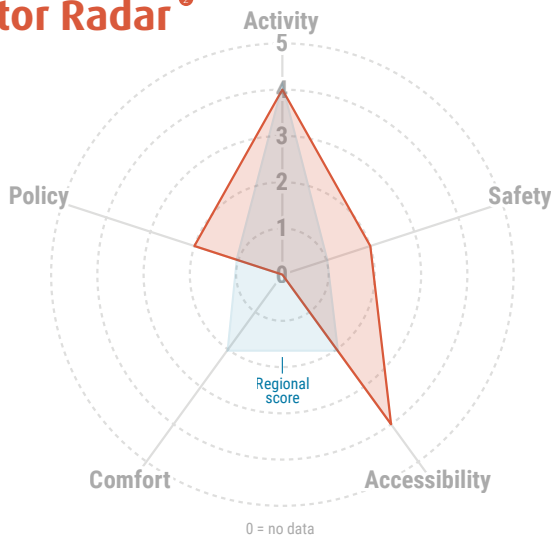
Walking and Cycling Policy: some level

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

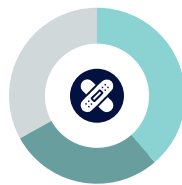
no data available

no data available

Safety



Estimated total road deaths per year

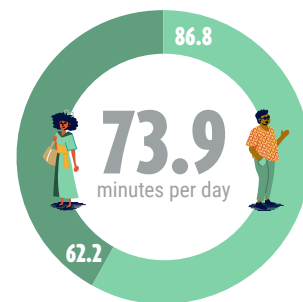


Estimated injuries per year

Category	Percentage	Count	Icon
Total Deaths	100%	2 401	👤
Pedestrians	47%	1 134	👤
Cyclists	9%	224	👤
Total Injuries	100%	377 752	👤
Pedestrians	39%	146 356	👤
Cyclists	28%	106 948	👤

Activity/Demand

Average of transport related physical activity per day

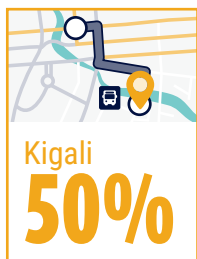


African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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

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 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

Population: 216 000

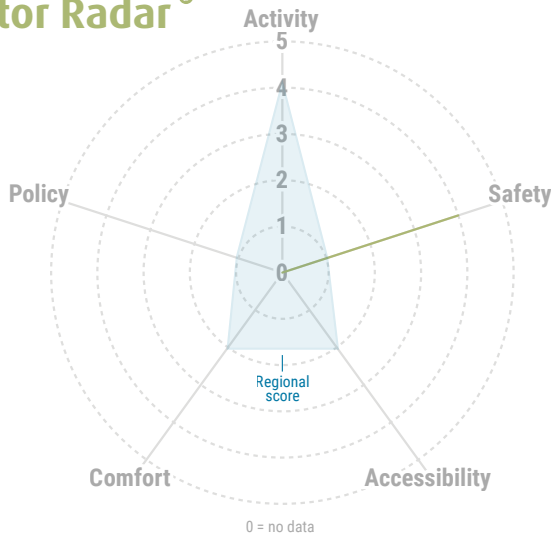
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Safety



Estimated total road deaths per year

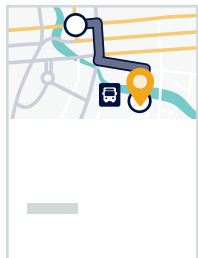


Estimated injuries per year

Total Deaths	100%	21	<input type="radio"/>	Total Injuries	100%	5217	<input type="radio"/>
Pedestrians	33%	7	<input checked="" type="radio"/>	Pedestrians	35%	1832	<input checked="" type="radio"/>
Cyclists	5%	1	<input checked="" type="radio"/>	Cyclists	21%	1096	<input checked="" type="radio"/>

Accessibility

Accessibility to Public Transport within at least 500 meters



Comfort

Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP

Cycling

KM of network evaluated IRAP

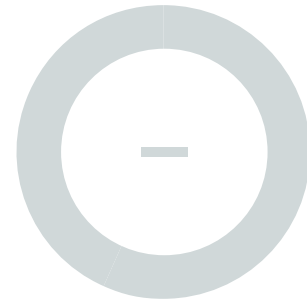
KM of network 3* or above IRAP

no data available

no data available

Activity/Demand

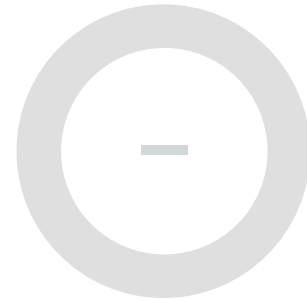
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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.

Senegal

Population: 16 215 000

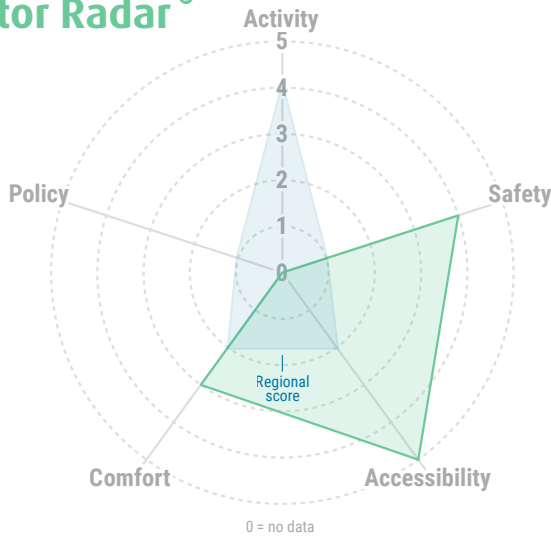
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort

Walking

KM of network evaluated IRAP — 165km

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

Cycling

KM of network evaluated IRAP 165km

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

Safety



Estimated total road deaths per year

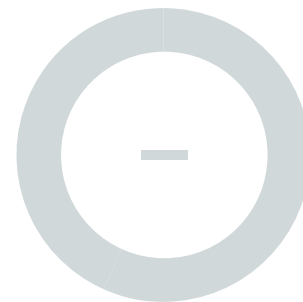


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	1 822	<input type="radio"/>
Pedestrians	34%	627	<input checked="" type="radio"/>
Cyclists	2%	32	<input checked="" type="radio"/>
Total Injuries	100%	360 325	<input type="radio"/>
Pedestrians	35%	125 725	<input checked="" type="radio"/>
Cyclists	22%	79 086	<input checked="" type="radio"/>

Activity/Demand

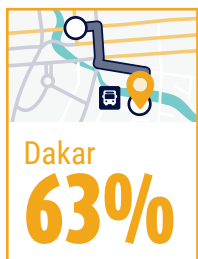
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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

Emissions

Percentage of emissions from the transport sector out of total emissions



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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.

Seychelles

Population: 105 000

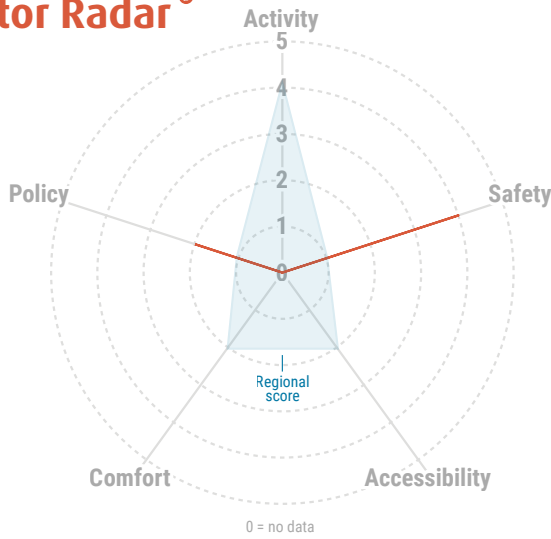
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: yes



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

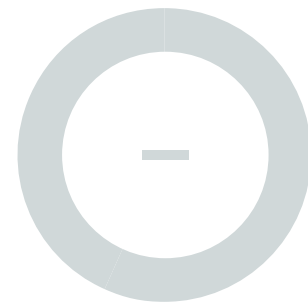


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	16	<input type="radio"/>
Pedestrians	31%	5	<input checked="" type="radio"/>
Cyclists	6%	1	<input checked="" type="radio"/>
Total Injuries	100%	3130	<input type="radio"/>
Pedestrians	22%	678	<input checked="" type="radio"/>
Cyclists	16%	496	<input checked="" type="radio"/>

Activity/Demand

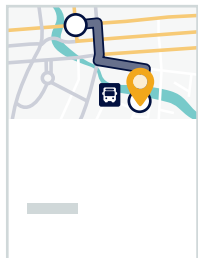
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

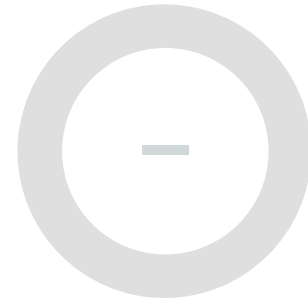
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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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.

Sierra Leone

Population: 8 140 000

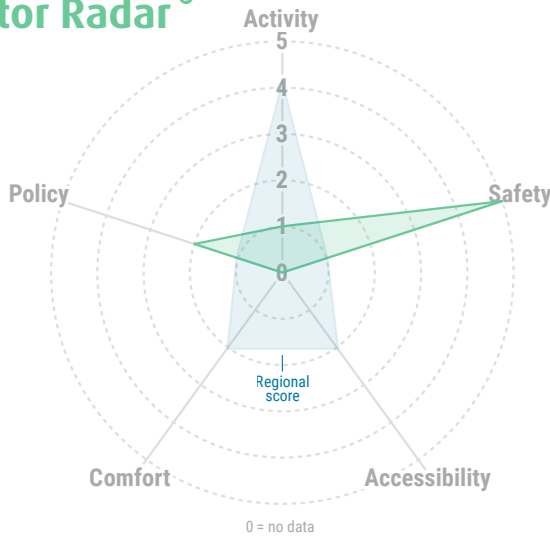
Walking and Cycling Policy: weak

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: n.a.



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP no data available

KM of network 3★ or above IRAP no data available



Cycling

KM of network evaluated IRAP no data available

KM of network 3* or above IRAP no data available

Safety



Estimated total road deaths per year

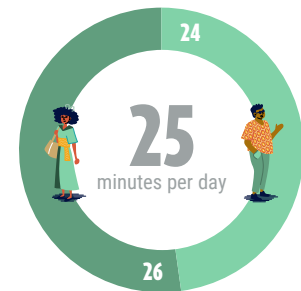


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	1 492	●
Pedestrians	15%	225	●
Cyclists	3%	41	●
Total Injuries	100%	203 166	●
Pedestrians	25%	51 114	●
Cyclists	22%	44 981	●

Activity/Demand

Average of transport related physical activity per day



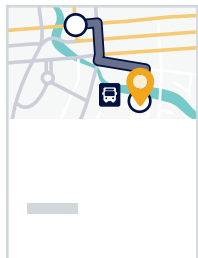
● Women
● Men

African Average 55.9%

Global Average 49.3%

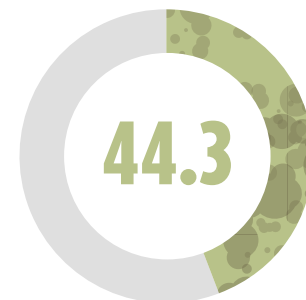
Accessibility

Accessibility to Public Transport within at least 500 meters



Emissions

Percentage of emissions from the transport sector out of total emissions



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 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

Population: 16 273 000

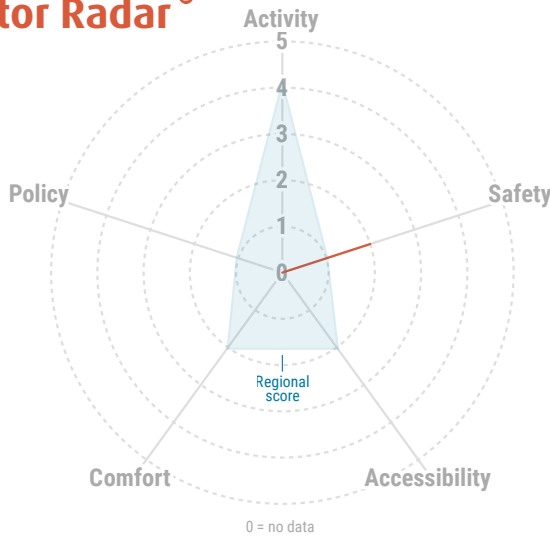
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: no



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

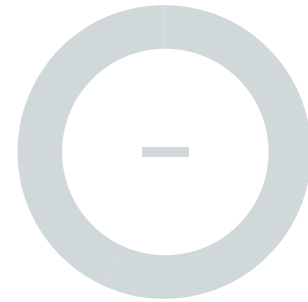


Estimated injuries per year

Total Deaths	100%	3475	<input type="radio"/>	Total Injuries	100%	388028	<input type="radio"/>
Pedestrians	39%	1349	<input checked="" type="radio"/>	Pedestrians	41%	159448	<input checked="" type="radio"/>
Cyclists	6%	200	<input checked="" type="radio"/>	Cyclists	26%	102695	<input checked="" type="radio"/>

Activity/Demand

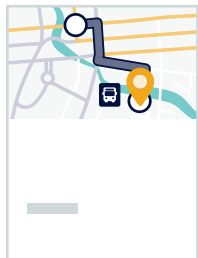
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

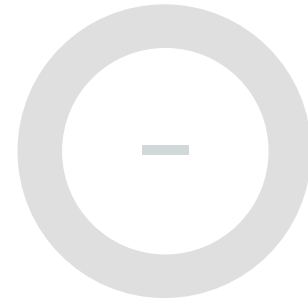
Accessibility

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.

South Africa

Population: 58 466 000

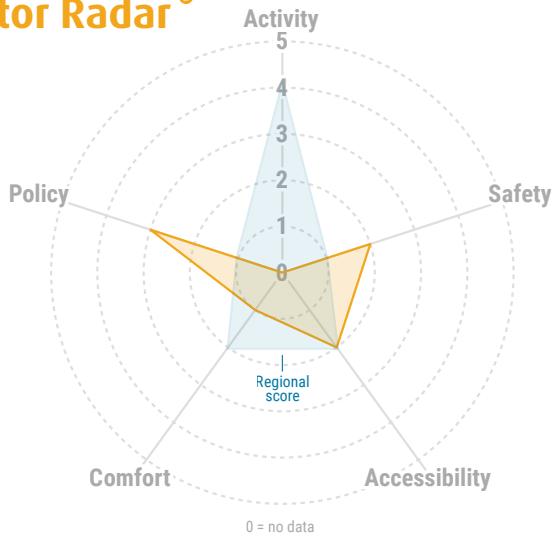
Walking and Cycling Policy: some level

African Charter for Road Safety: ● not signed

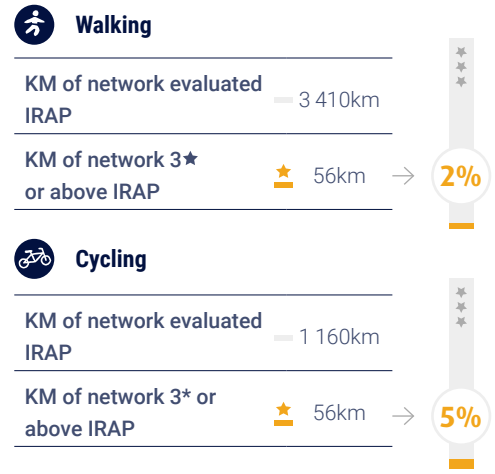
Design standards for pedestrians /cyclists: partial



Indicator Radar



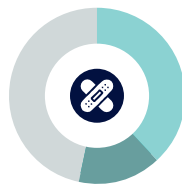
Comfort



Safety



Estimated total road deaths per year



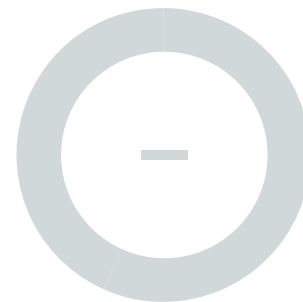
Estimated injuries per year

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

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

Activity/Demand

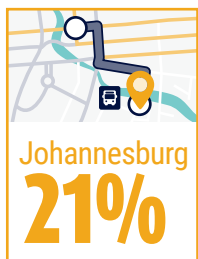
Average of transport related physical activity per day



African Average: 55.9%
Global Average: 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Johannesburg: 20.78
Port Elizabeth: 5.61

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 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

Population: 10 545 000

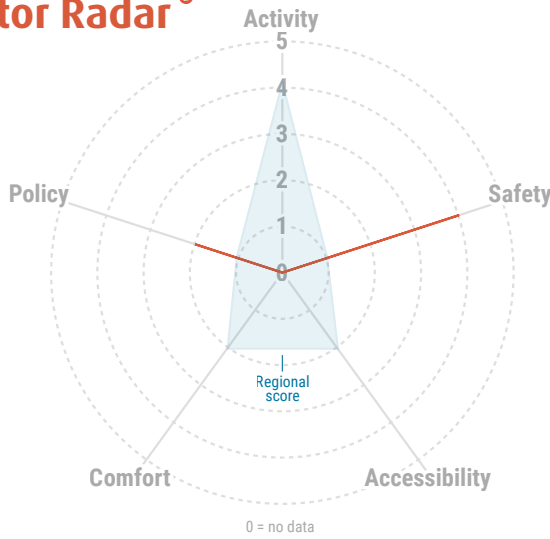
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year

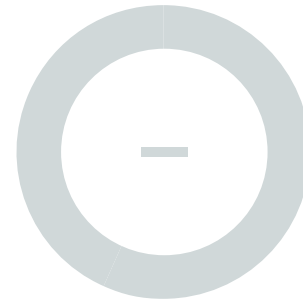


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	991	<input type="radio"/>
Pedestrians	50%	495	<input checked="" type="radio"/>
Cyclists	3%	33	<input checked="" type="radio"/>
Total Injuries	100%	223786	<input type="radio"/>
Pedestrians	43%	95542	<input checked="" type="radio"/>
Cyclists	24%	52946	<input checked="" type="radio"/>

Activity/Demand

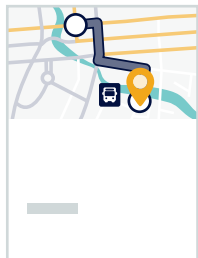
Average of transport related physical activity per day



African Average 55.9% Global Average 49.3%

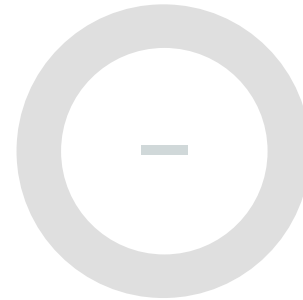
Accessibility

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.

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

Population: 43 828 000

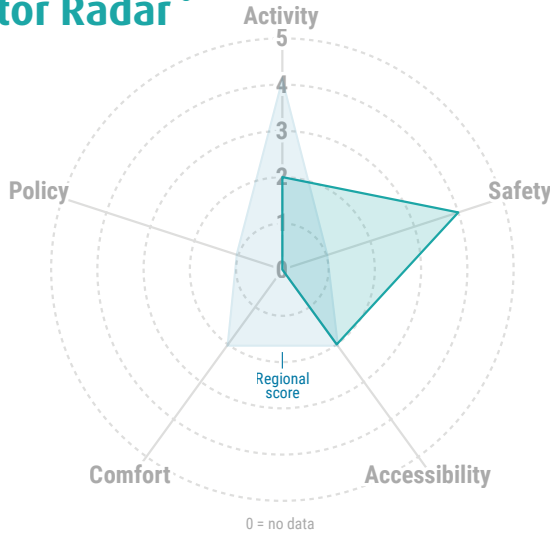
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Safety



Estimated total road deaths per year



Estimated injuries per year

Category	Percentage	Count
Total Deaths	100%	7 349
Pedestrians	23%	1 720
Cyclists	2%	113
Total Injuries	100%	436 056
Pedestrians	29%	126 404
Cyclists	14%	62 776

Accessibility

Accessibility to Public Transport within at least 500 meters



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

Comfort

Walking

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

Cycling

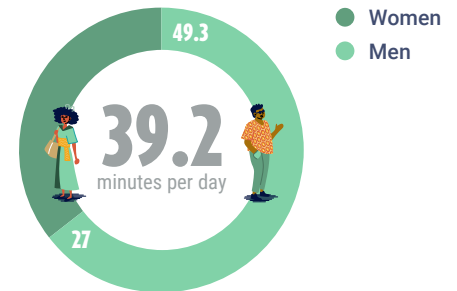
KM of network evaluated IRAP	—
KM of network 3* or above IRAP	—

no data available

no data available

Activity/Demand

Average of transport related physical activity per day

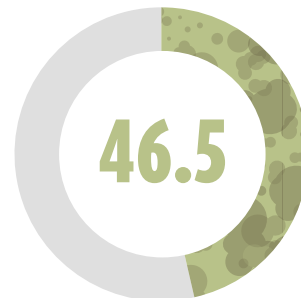


African Average
55.9%

Global Average
49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions



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

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 2016.

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

Tanzania

Population: 60 772 000

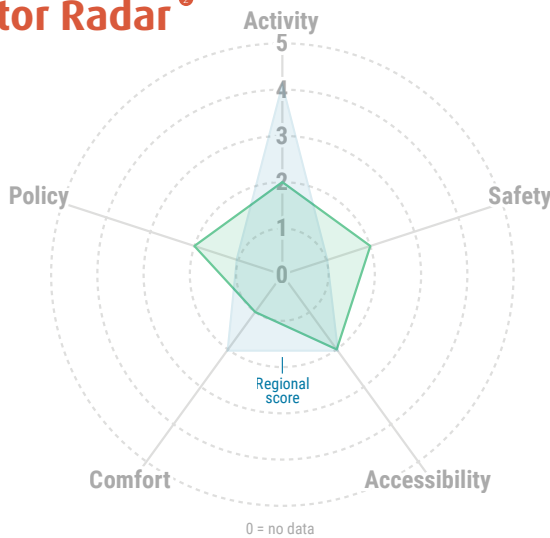
Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP — 2 243km

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



Cycling

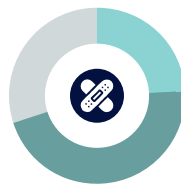
KM of network evaluated IRAP — 1 162km

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

Safety



Estimated total road deaths per year

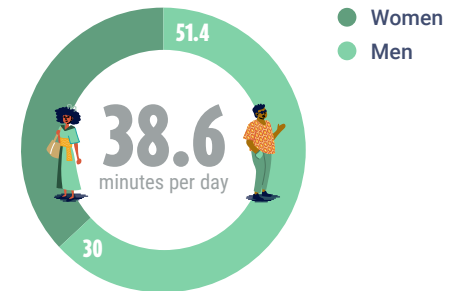


Estimated injuries per year

Category	Percentage	Count	Gender
Total Deaths	100%	5824	●
Pedestrians	40%	2355	●
Cyclists	5%	304	●
Total Injuries	100%	604 401	●
Pedestrians	24%	147 244	●
Cyclists	46%	276 535	●

Activity/Demand

Average of transport related physical activity per day

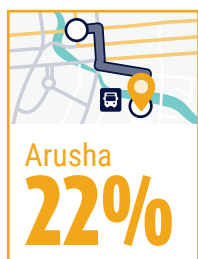


African Average 30.9%

Global Average 49.3%

Accessibility

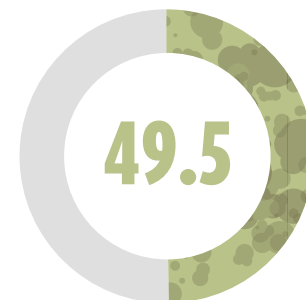
Accessibility to Public Transport within at least 500 meters



Arusha 21.7

Emissions

Percentage of emissions from the transport sector out of total emissions



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

⁵ 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

Population: 8 342 000

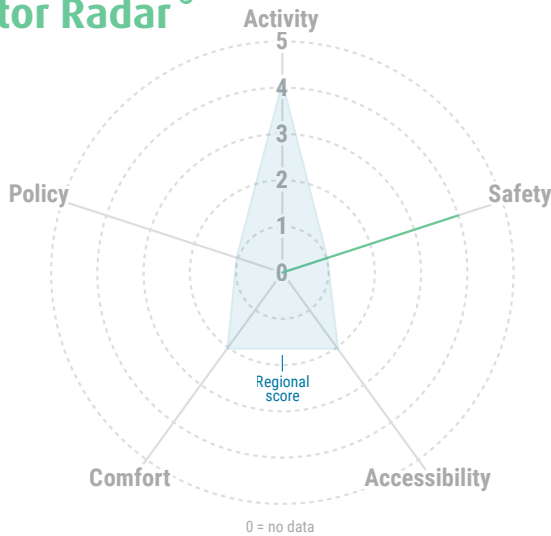
Walking and Cycling Policy: no

African Charter for Road Safety: + signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



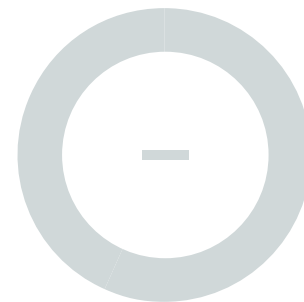
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

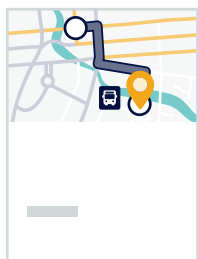


African Average 55.9%

Global Average 49.3%

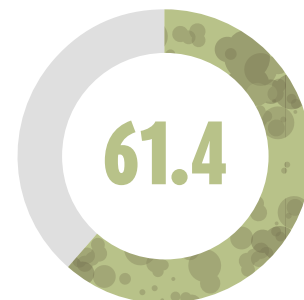
Accessibility

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

Tunisia

Population: 12 106 000

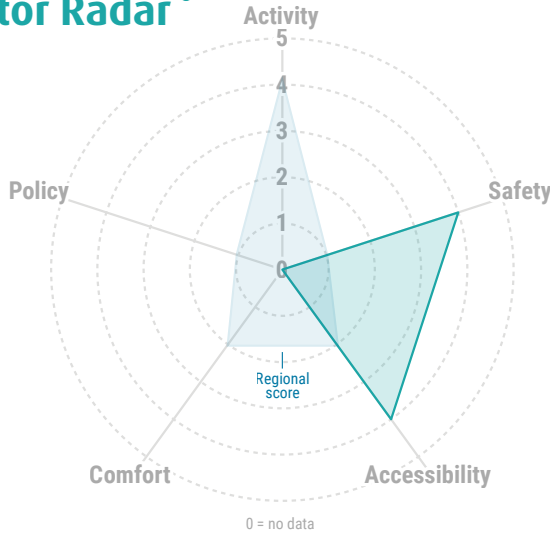
Walking and Cycling Policy: no

African Charter for Road Safety: ● not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP

KM of network 3★ or above IRAP



Cycling

KM of network evaluated IRAP

KM of network 3* or above IRAP

no data available

no data available

Safety



Estimated total road deaths per year



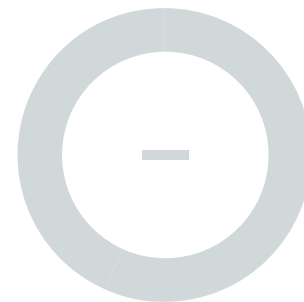
Estimated injuries per year

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

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

Activity/Demand

Average of transport related physical activity per day

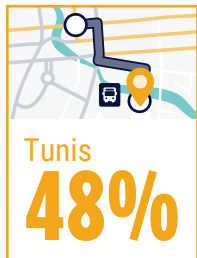


African Average 55.9%

Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



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

Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 43 686 000

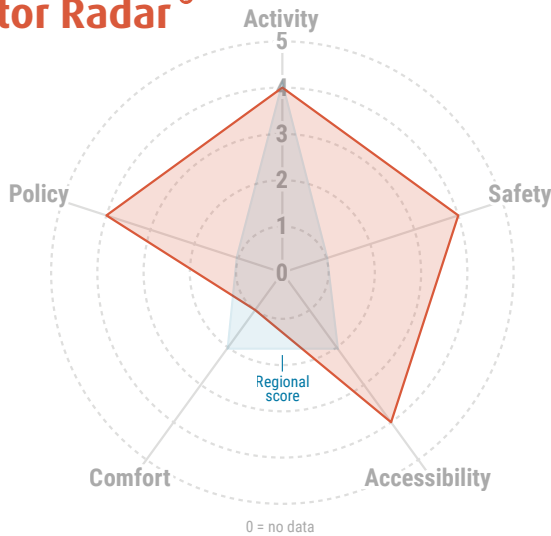
Walking and Cycling Policy: strong

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



Comfort



Walking

KM of network evaluated IRAP — 1 720km

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



Cycling

KM of network evaluated IRAP — 1 720km

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

Safety



Estimated total road deaths per year

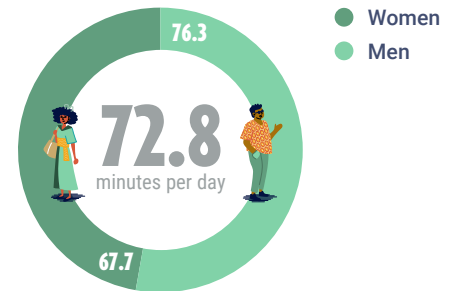


Estimated injuries per year

Category	Percentage	Count	Icon
Total Deaths	100%	5 563	●
Pedestrians	35%	1 922	●
Cyclists	10%	532	●
Total Injuries	100%	805 284	●
Pedestrians	34%	277 696	●
Cyclists	32%	261 152	●

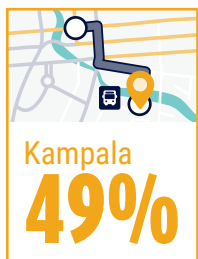
Activity/Demand

Average of transport related physical activity per day



Accessibility

Accessibility to Public Transport within at least 500 meters



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

Emissions

Percentage of emissions from the transport sector out of total emissions



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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

Population: 18 655 000

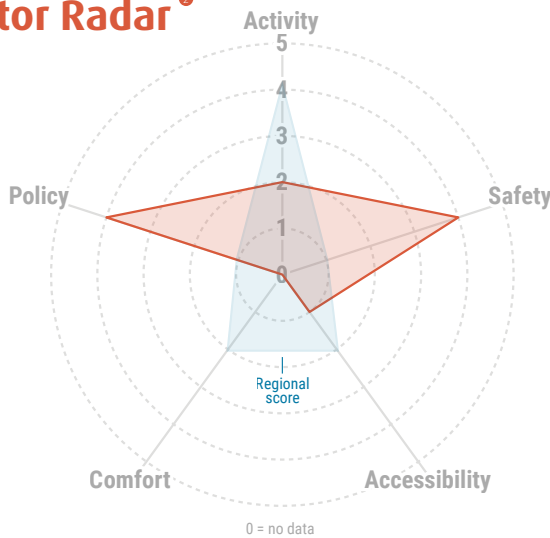
Walking and Cycling Policy: strong

African Charter for Road Safety: + 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

no data available



Cycling

KM of network evaluated IRAP

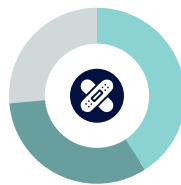
KM of network 3* or above IRAP

no data available

Safety



Estimated total road deaths per year

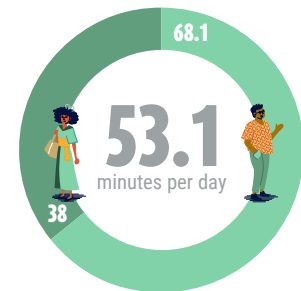


Estimated injuries per year

Category	Percentage	Count	Status
Total Deaths	100%	2284	●
Pedestrians	49%	1119	●
Cyclists	10%	233	●
Total Injuries	100%	298866	●
Pedestrians	41%	122819	●
Cyclists	33%	97555	●

Activity/Demand

Average of transport related physical activity per day

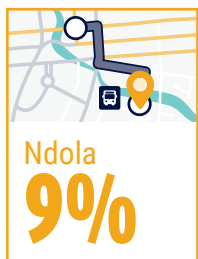


● Women
● Men

African Average 55.9% Global Average 49.3%

Accessibility

Accessibility to Public Transport within at least 500 meters



Ndola 9.39

Emissions

Percentage of emissions from the transport sector out of total emissions



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Zimbabwe

Population: 15 505 000

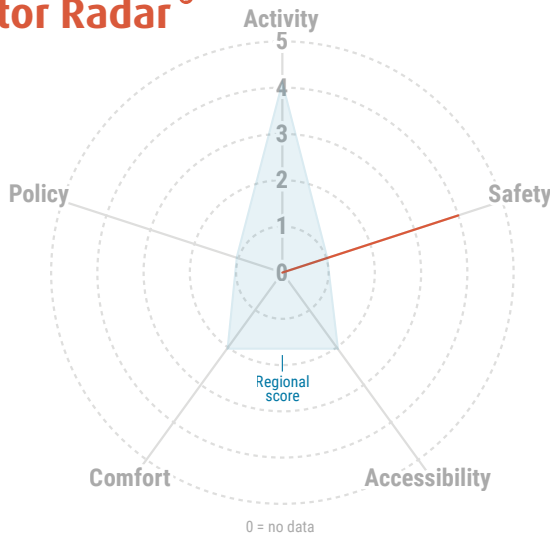
Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians /cyclists: partial



Indicator Radar



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

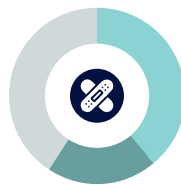
no data available

no data available

Safety



Estimated total road deaths per year



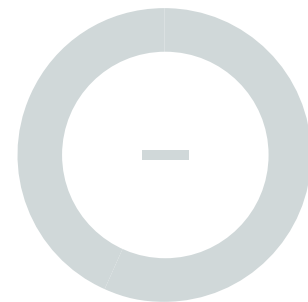
Estimated injuries per year

Total Deaths	100%	2553
Pedestrians	34%	876
Cyclists	4%	96

Total Injuries	100%	162153
Pedestrians	39%	63362
Cyclists	20%	32978

Activity/Demand

Average of transport related physical activity per day

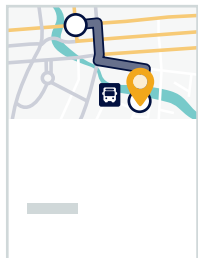


African Average 55.9%

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



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