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Algeria

Average of transport related physical activity per day

59.9 ± 95 minutes per day

Activity/Demand

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

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

Safety

Estimated total road deaths per year

Total Deaths: 100% 11,051
Pedestrians: 29% 3,154
Cyclists: 1% 95

Activity

Estimated injuries per year

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

Accessibility

Accessibility to Public Transport within at least 500 meters

Women: 55.9% 58.6 minutes per day
Men: 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions

Women: 26.7%
Men: 30.0%

Notes:
1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
3. A 3 star iRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The WHO STEPS/Who demand/activity data was collected in 2003. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Angola

Population: 32,999,000
Walking and Cycling Policy: not signed
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: partial

### Indicator Radar

<table>
<thead>
<tr>
<th>indicator</th>
<th>value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average of transport related physical activity per day</td>
<td>59.9</td>
</tr>
<tr>
<td>Activity/DemandSafety</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td></td>
</tr>
</tbody>
</table>

### Safety

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

### Activity/Demand

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

### Accessibility

- Accessibility to Public Transport within at least 500 meters
  - Luanda: 10.67
  - 11%

### Comfort

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

### Emissions

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

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
3. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO), Road Safety (WHO), Public Transport Accessibility (UN-Habitat), Comfort (iRAP) and Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, these figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
4. A 3 star iRAP rating is considered to be the minimally acceptable level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50 km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60 km/h traffic.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. There is no activity/demand data currently available.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IRENA and the SLOCAT Partnership.
Benin

Average of transport related physical activity per day

Kandy 28.94
Djougou 24.5
Parakou 11.22
Natitingou 25.19

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

Safety

Estimated total road deaths per year
Total Deaths 100% 1 937 ●
Pedestrians 32% 618 ●
Cyclists 4% 83 ●

Estimated injuries per year
Total Injuries 100% 2 845 643 ●
Pedestrians 30% 858 532 ●
Cyclists 22% 621 432 ●

Accessibility

Accessibility to Public Transport within at least 500 meters

Kandy 28.94
Djougou 24.5
Parakou 11.22
Natitingou 25.19

Policy

Regional score

Activity

Safety

Comfort

Accessibility

Women

Men

Activity/Demand

Average of transport related physical activity per day

African Average 55.9%
Global Average 49.3%

Comfort

Walking

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

Cycling

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

Emissions

Percentage of emissions from the transport sector out of total emissions

76.9

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 minimum accepted level of comfort for pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

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

5 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.

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

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

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

**Poulation:** 2,524,000

Walking and Cycling Policy: weak

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: yes

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### Indicator Radar

**Activity**

- 5: Average of transport related physical activity per day
- 4: 59.9
- 3: 62.4
- 2: 41.2
- 1: 51.9

**Policy**

- 5: Regional score

**Safety**

**Comfort**

#### Walking

- KM of network evaluated
- IRAP

#### Cycling

- KM of network evaluated
- IRAP

#### Activity/Demand

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

- Estimated injuries per year
  - Total Injuries: 100% (49,306)
  - Pedestrians: 41% (20,236)
  - Cyclists: 18% (8,811)

- Average of transport related physical activity per day
  - Women: 51.9 minutes per day
  - Men: 62.4 minutes per day

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

#### Accessibility

Accessibility to Public Transport within at least 500 meters

- No data available

#### Emissions

Percentage of emissions from the transport sector out of total emissions

- 35.5%

---

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

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

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

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*The WHO STEPwise demand/activity data was collected in 2014.

*Emissions data has been collected from the Tracking Emissions from Transport (ELT) study developed by GIZ and the SLOCAT Partnership.*
Burkina Faso

**Indicator Radar**

- **Activity**: 59.9 minutes per day
- **Safety**: 47.3%
- **Comfort**: 62.2
- **Accessibility**: 65.1

**Safety**

- Estimated total road deaths per year: 5,278 in 100%
- Estimated injuries per year: 556,245 in 100%

**Accessibility**

Accessibility to Public Transport within at least 500 meters:

<table>
<thead>
<tr>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>62.2</td>
<td>68.3</td>
</tr>
</tbody>
</table>

**Activity/Demand**

Average transport related physical activity per day:

- Women: 62.2 minutes per day
- Men: 68.3 minutes per day

**Comfort**

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

**Emissions**

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

- 47.3%

---

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

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

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

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

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

6 The WHO STEPwise demand/activity data was collected in 2013.

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

### Indicator Radar

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

### Population: 12,054,000

- **Walking and Cycling Policy:** No
- **African Charter for Road Safety:** Signed
- **Design standards for pedestrians/cyclists:** No

### Safety

- **Estimated total road deaths per year:**
  - Total Deaths: 100% (1,907)
  - Pedestrians: 42% (802)
  - Cyclists: 5% (101)

- **Estimated injuries per year:**
  - Total Injuries: 100% (276,549)
  - Pedestrians: 37% (102,769)
  - Cyclists: 33% (90,576)

### Accessibility

Access to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>Region</th>
<th>Store</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional</td>
<td>Store</td>
</tr>
</tbody>
</table>

### Activity/Demand

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Store</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Average</td>
<td>55.9%</td>
</tr>
<tr>
<td>Global Average</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

### Comfort

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

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

### Emissions

Percentage of emissions from the transport sector out of total emissions

- **Regional score:** 35.3
- **Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.**

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
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4. A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
Cabo Verde

Indicator Radar

Activity/Demand

Safety

Estimated total road deaths per year

Total Deaths

100% 46

Pedestrians 46% 21

Cyclists 4% 2

Estimated injuries per year

Total Injuries

100% 15,249

Pedestrians 38% 5,722

Cyclists 24% 3,647

Accessibility to Public Transport within at least 500 meters

Accessibility

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

Commuter Score

Comfort

Walking

KM of network evaluated
IRAP

KM of network 3☆ or above IRAP

Cycling

KM of network evaluated
IRAP

KM of network 3☆ or above IRAP

Activity/Demand

Average of transport related physical activity per day

African Average 55.9%
Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions

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

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

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

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

6 There is no activity/demand data currently available.

7 Emissions data is currently not available.
Cameroon

**Population:** 26,137,000

**Walking and Cycling Policy:** no

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

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

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**Indicator Radar**

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

**Regional Store**

**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**

- **Percentage:** 35.7%

---

**Safety**

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

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

**Accessibility**

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

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

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

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

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6 There is no activity/demand data currently available.

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

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*Note: All data is approximate and subject to change.*
Central African Republic

**Indicator Radar**

- **Activity**: Average of transport related physical activity per day
  - **Central African Republic**: 59.9

- **Safety**: Percentage of emissions from the transport sector out of total emissions
  - **Central African Republic**: 49%

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**
  - **Central African Republic**: 0

**Comfort**

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

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

**Activity/Demand**

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

**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.
Chad

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% 2,575
  - Pedestrians: 35% 905
  - Cyclists: 2% 62

**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

**Comfort**

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

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

**Emissions**

- Percentage of emissions from the transport sector out of total emissions
  - 19.1%

---

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

**Indicator Radar**

- **Activity**
  - 5 = high
  - 4
  - 3
  - 2
  - 1
  - 0 = no data

- **Safety**
  - 5 = high
  - 4
  - 3
  - 2
  - 1
  - 0 = no data

- **Comfort**
  - 5 = high
  - 4
  - 3
  - 2
  - 1
  - 0 = no data

- **Accessibility**
  - 5 = high
  - 4
  - 3
  - 2
  - 1
  - 0 = no data

**Safety**

- Estimated total road deaths per year:
  - Total Deaths 100% 151
  - Pedestrians 22% 33
  - Cyclists 3% 5

**Activity/Demand**

- Estimated injuries per year:
  - Total Injuries 100% 31,712
  - Pedestrians 29% 9,145
  - Cyclists 25% 7,876

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

**Comfort**

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

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

**Emissions**

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

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
3. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO)”, “Road Safety (WHO)”, “Public Transport Accessibility (UN-Habitat)”, “Comfort (iRAP)”, and “Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators, further, these figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
4. A 3 star IAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
7. There is no activity/demand data currently available.
8. Emissions data is currently not available.
Côte d’Ivoire

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

**Indicator Radar**

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

- **Safety**: KM of network evaluated
  - IRAP: 21km
  - KM of network 3* or above IRAP: 1km

- **Comfort**: KM of network evaluated
  - IRAP: 1.1km
  - KM of network 3* or above IRAP: 0km

- **Accessibility**: Estimated total road deaths per year
  - Total Deaths: 100% 3352
  - Pedestrians: 32% 1081
  - Cyclists: 3% 111

- **Activity/Demand**: Estimated injuries per year
  - Total Injuries: 100% 642 561
  - Pedestrians: 35% 225 182
  - Cyclists: 22% 144 103

- **Emissions**: Percentage of emissions from the transport sector out of total emissions
  - 26.7%

**Safety**

- **Estimated total road deaths per year**
  - Total Deaths: 100% 3352
  - Pedestrians: 32% 1081
  - Cyclists: 3% 111

**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

- **Cycling**: KM of network evaluated
  - IRAP: 1.1km
  - KM of network 3* or above IRAP: 0km

**Activity/Demand**

- **Average of transport related physical activity per day**
  - Minutes per day: 51

**Emissions**

- **Percentage of emissions from the transport sector out of total emissions**
  - 26.7%

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. 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

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

59.9 Activity/Demand

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% 29,542
  - Pedestrians: 40% 11,860
  - Cyclists: 1% 207

**Accessibility**

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>City</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>Kinshasa</td>
<td>17.42</td>
</tr>
<tr>
<td>Lubumbashi</td>
<td>4.56</td>
</tr>
</tbody>
</table>

**Comfort**

**Walking**

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

**Cycling**

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

**Activity/Demand**

Average of transport related physical activity per day

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

**Emissions**

Percentage of emissions from the transport sector out of total emissions

27.9

---

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

2 In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Full”, “Part”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic.

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

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

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

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

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IPIECA 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**

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

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

- **Accessibility**: Estimated injuries per year
  - Total Injuries: 100% 36,072
  - Pedestrians: 41% 14,786
  - Cyclists: 24% 8,495

- **Comfort**
  - Walking
    - KM of network evaluated IRAP: n.a.
    - KM of network 3 or above IRAP: n.a.
  - Cycling
    - KM of network evaluated IRAP: n.a.
    - KM of network 3 or above IRAP: n.a.

---

**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.

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

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

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

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

6 There is no activity/demand data currently available.

7 Emissions data is currently not available.

---

*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.*
**Egypt**

**Indicator Radar**

- **Activity**: 59.9 minutes per day
- **Safety**: 18.8
- **Comfort**: 37.6
- **Accessibility**: 55.9

**Safety**

- **Estimated total road deaths per year**: 29,490
- **Pedestrians**: 11,564
- **Cyclists**: 404

**Activity/Demand**

- **Average transport related physical activity per day**: 37.6 minutes per day

**Emissions**

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

**Accessibility**

- **Accessibility to Public Transport within at least 500 meters**: 36%

**Compared to:**

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

**Safety**

- **Total Deaths**: 100% (29,490)
- **Pedestrians**: 39% (11,564)
- **Cyclists**: 1% (404)

**Activity/Demand**

- **Walking**: 173.5 minutes per day
- **Cycling**: 133.5 minutes per day

**Emissions**

- **Women**: 49.3%
- **Men**: 50.7%

**Where to find data:**

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

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

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

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

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

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

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

---

**Population**: 106,539,000

**Walking and Cycling Policy**: weak

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

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

---

**Table: Asyut and Al Zaqaziq**

<table>
<thead>
<tr>
<th>Location</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asyut</td>
<td>22.78</td>
</tr>
<tr>
<td>Al Zaqaziq</td>
<td>12.07</td>
</tr>
<tr>
<td>Al Manshah</td>
<td>17.04</td>
</tr>
<tr>
<td>Al Qhurdaqah</td>
<td>14.97</td>
</tr>
<tr>
<td>Alexandria</td>
<td>35.98</td>
</tr>
<tr>
<td>Cairo</td>
<td>21.24</td>
</tr>
<tr>
<td>Dyarb Najm</td>
<td>21.6</td>
</tr>
<tr>
<td>Port Said</td>
<td>27.78</td>
</tr>
</tbody>
</table>

---

**Table: Alexandria**

<table>
<thead>
<tr>
<th>Category</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Women</td>
<td>55.9%</td>
</tr>
<tr>
<td>Men</td>
<td>44.1%</td>
</tr>
</tbody>
</table>

---

**Table: Total Deaths**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Total Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>39%</td>
<td>11,564</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1%</td>
<td>404</td>
</tr>
</tbody>
</table>

---

**Table: Total Injuries**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Total Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>29%</td>
<td>519,836</td>
</tr>
<tr>
<td>Cyclists</td>
<td>16%</td>
<td>280,687</td>
</tr>
</tbody>
</table>
Equatorial Guinea

Indicators Radar

Activity

Safety

Comfort

Accessibility

Activity/Demand

Emissions

### 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

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

#### Safety

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

- Estimated injuries per year
  - Total Injuries: 100% (22,183)
    - Pedestrians: 30% (6,654)
    - Cyclists: 23% (5,052)

#### Accessibility

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

- Accessibility to Public Transport within at least 500 meters
  - 0 = no data

#### 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**

- Estimated emissions from the transport sector: 11.5%

---

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

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

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

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

5. 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 UNEP and the SLOCAT Partnership.

---

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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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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 UNEP 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

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### Indicator Radar

<table>
<thead>
<tr>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>4</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Regional score**: 0

---

### Safety

- **Estimated total road deaths per year**
  - Total Deaths: 1,119
  - Pedestrians: 480
  - Cyclists: 51

### Activity/Demand

- **Estimated injuries per year**
  - Total Injuries: 172,372
  - Pedestrians: 73,154
  - Cyclists: 42,510

### Accessibility

- **Accessibility to Public Transport within at least 500 meters**
  - Pedestrians: 0
  - Cyclists: 0

### Comfort

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

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

### Emissions

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

---

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

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

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

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

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

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

---

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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

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#### Indicator Radar

**Activity**

- **Regional score:**
  - Total Deaths: 100% (397)
  - Total Injuries: 100% (20,654)
  - Pedestrians: 37% (145)
  - Cyclists: 2% (6)

**Safety**

- **Estimated total road deaths per year:**
  - Total Deaths: 100% (397)
  - Pedestrians: 37% (145)
  - Cyclists: 2% (6)

**Comfort**

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

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

**Accessibility**

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

**Activity/Demand**

- **Estimated injuries per year:**
  - Total Injuries: 100% (20,654)
  - Pedestrians: 41% (8,423)
  - Cyclists: 16% (3,221)

**Emissions**

- **Percentage of emissions from the transport sector out of total emissions:**
  - Regional score: 33.3

---

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

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

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**Note:**

- The estimated road deaths and injuries are based on the Global Burden of Disease database for the year 2019.
Ethiopia

**Indicator Radar**

*Activity*:

1. **Policy**: 0 = no data
2. **Safety**: 0 = no data
3. **Accessibility**: 0 = no data
4. **Comfort**: 0 = no data

**Regional Score**: 13%

**Activity/Demand**

- **Walking**
  - KM of network evaluated
  - IRAP: 135km

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

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% 9211
  - Pedestrians: 43% 3931
  - Cyclists: 4% 399

**Accessibility**

Accessibility to Public Transport within at least 500 meters

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

**Comfort**

- **Walking**
  - KM of network evaluated
  - IRAP

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

**Emissions**

Percentage of emissions from the transport sector out of total emissions

- 36% of emissions from the transport sector

**Population**: 115 638 000

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

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

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic if 1-2 of the provisions were met, responses are reflected as "Partial".
3. A 3 star iRAP rating is considered to be the minimum accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Gabon

**Indicator Radar**

- **Activity**: 59.9
- **Safety**: 24.1
- **Comfort**: Regional score
- **Accessibility**: 0

**Safety**

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

**Activity/Demand**

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

**Accessibility**

Access to Public Transport within at least 500 meters

- No data available

**Emissions**

- Percentage of emissions from the transport sector out of total emissions:
  - 24.1%

---

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

2 The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO), “Road Safety (WHO), “Public Transport Accessibility (UN-Habitat), “Comfort (iRAP)”, and “Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, these figures should be adjusted when comparing on a global scale. A “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 IATA 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

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

### Safety

- Estimated total road deaths per year
- **Total Deaths:** 100% (258)
- **Pedestrians:** 34% (87)
- **Cyclists:** 3% (8)

### Activity/Demand

- Estimated injuries per year
- **Total Injuries:** 100% (43,919)
- **Pedestrians:** 37% (16,054)
- **Cyclists:** 21% (9,205)

### 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.

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

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

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

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

6. The WHO Global Status report on Road Safety 2018 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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7. Emissions data is currently not available.
1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".

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

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

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

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

6 There is no activity/demand data currently available.

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

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

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

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

Safety
- Estimated total road deaths per year
- Estimated injuries per year

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.
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.
### 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

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

#### Safety

- **Estimated total road deaths per year**
  - Total Deaths: 100%  
  - Pedestrians: 30%  
  - Cyclists: 3%

- **Estimated injuries per year**
  - Total Injuries: 100%  
  - Pedestrians: 39%  
  - Cyclists: 20%

#### Accessibility

Accessibility to Public Transport within at least 500 meters

#### Activity/Demand

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

#### Emissions

Percentage of emissions from the transport sector out of total emissions

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1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
3. A 3 star iRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
4. There is no activity/demand data currently available.
5. Emissions data is currently not available.
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”.

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

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

The road safety data was collected from the Global Burden of Disease database in 2019. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

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

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

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

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

3 A 3 star iRAP rating is considered to be the minimum accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, this 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. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.

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

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

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

Indicator Radar

Safety

- Estimated total road deaths per year
- Total Deaths: 100% 923
  - Pedestrians: 40% 368
  - Cyclists: 1% 12

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

Policy

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

Comfort

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

Emissions

- Percentage of emissions from the transport sector out of total emissions
- Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.

Population: 2,240,000

Walking and Cycling Policy: no

African Charter for Road Safety: not signed

Design standards for pedestrians/cyclists: no

Notes:
1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: managing speed to safe system outcomes (e.g. 20mph or 30 km/h), safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
3. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)”, “Road Safety (WHO)”, “Public Transport Accessibility (UN-Habitat)”, “Comfort (iRAP)”, and “Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, these figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
4. A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
5. Metadata on SDG Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.

Regional score

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

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

African Average: 55.9%

Global Average: 49.3%

Metadata on SDG Indicator 11.2.1 to measure accessibility is not currently available.
Average of transport related physical activity per day

- **59.9** minutes per day

**Activity/Demand**

- **Women**: 46.6 minutes per day
- **Men**: 51.6 minutes per day

**Safety**

- **Total Deaths**: 100% (503)
- **Pedestrians**: 33% (168)
- **Cyclists**: 3% (16)

**Emissions**

- **Percentage of emissions from the transport sector out of total emissions**: 45.5%

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

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

**Regional score**

- **Women**: 42.5 minutes per day
- **Men**: 47.8 minutes per day

**Policy**

- **Women**: 38.8 minutes per day
- **Men**: 44.1 minutes per day

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

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

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

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

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

6. The WHO Stepwise demand/activity data was collected in 2011.

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

Indicator Radar

Activity/Demand

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".

Accessibility

Accessibility to Public Transport within at least 500 meters

Comfort

Walking
KM of network evaluated
IRAP

KM of network 3* or above IRAP

Cycling
KM of network evaluated
IRAP

KM of network 3* or above IRAP

Activity/Demand

Average of transport related physical activity per day

Emissions

Percentage of emissions from the transport sector out of total emissions

Population: 6,612,000
Walking and Cycling Policy: no
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: partial

31 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".

1 The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available "Demand/Activity (WHO)", "Road Safety (WHO)", "Public Transport Accessibility (UN-Habita)l", "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 informa- tion on the methodology is set out in the "Walking and Cycling in Africa" Report.

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

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

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

There is no activity/demand data currently available.

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

Data on road network and iRAP scores is primarily from Africa Focus 2020, the second edition of the African Road Network Database.

These data are collected from the Global Burden of Disease database in 2019.

The walkability rating is based on the Walk Score methodology, which considers the availability of amenities and services within a given radius from a location.

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The walkability rating is based on the Walk Score methodology, which considers the availability of amenities and services within a given radius from a location.
Madagascar

**Indicator Radar**

- **Activity**
  - 59.9
- **Demand/Safety**
  - 29.3
- **Comfort**
  - 0
- **Accessibility**
  - 0

**Safety**

- Estimated total road deaths per year: 2,931
  - Total Deaths: 100%
  - Pedestrians: 45%, 1,322
  - Cyclists: 4%, 108

**Activity/Demand**

- Estimated injuries per year: 622,836
  - Total Injuries: 100%
  - Pedestrians: 43%, 270,073
  - Cyclists: 25%, 158,055

**Accessibility**

- Accessibility to Public Transport within at least 500 meters:
  - Taolanaro: 74%

**Emissions**

- Percentage of emissions from the transport sector out of total emissions: 29.3%

**Population**: 27,879,000

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

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

**Walking and Cycling Policy**: weak

**Amparafaravola**: 70.88
**Antananarivo**: 65.9
**Antsirabe**: 69.91
**Antsiranana**: 53.64
**Antsirabe**: 48.34
**Flanariana**: 52.8
**Maroantsetra**: 46.54
**Maserovy**: 69.91
**Toamasina**: 31.06
**Toliara**: 54.84
**Taolanaro**: 74.11

**Comfort**

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

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

**Activity**

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

**Amparafaravola**: 70.88
**Antananarivo**: 65.9
**Antsirabe**: 69.91
**Antsiranana**: 53.64
**Antsirabe**: 48.34
**Flanariana**: 52.8
**Maroantsetra**: 46.54
**Maserovy**: 69.91
**Toamasina**: 31.06
**Toliara**: 54.84
**Taolanaro**: 74.11

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

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

"No" responses would be reflected as "Partial" if 1-2 of these provisions were met.

**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.

**Walking and Cycling in Africa**

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

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

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

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

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**Malawi**

<table>
<thead>
<tr>
<th>Indicator Radar</th>
<th>Activity/Demand</th>
<th>Comfort</th>
<th>Emissions</th>
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<tbody>
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<td><strong>Safety</strong></td>
<td><strong>Activity/Demand</strong></td>
<td><strong>Comfort</strong></td>
<td><strong>Emissions</strong></td>
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<tr>
<td>Estimated total road deaths per year</td>
<td>Estimated injuries per year</td>
<td>KM of network evaluated</td>
<td>Percentage of emissions from the transport sector out of total emissions</td>
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<td>Total Deaths</td>
<td>Total Injuries</td>
<td>Men</td>
<td>Women</td>
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1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.

2 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 2009.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Poulation: 20 887 000
Walking and Cycling Policy: no
African Charter for Road Safety: ratified
Design standards for pedestrians/cyclists: partial

Mali

Indicator Radar

Activity

Safety

Policy

Comfort

Accessibility

Regional store

0 = no data

Safety

Estimated total road deaths per year

Total Deaths 100% 2757

Pedestrians 32% 894

Cyclists 3% 69

Activity/Demand

Average of transport related physical activity per day

Total Deaths

Total Injuries

Pedestrians

Cyclists

African Average 55.9%
Global Average 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions

33

Accessibility

Accessibility to Public Transport within at least 500 meters

Mali

65%

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

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

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

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

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

6 There is no activity/demand data currently available.

7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by Ieda 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

### Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Total Deaths</th>
<th>100%</th>
<th>835</th>
<th>Total Injuries</th>
<th>100%</th>
<th>130,020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>25%</td>
<td>206</td>
<td></td>
<td>Pedestrians</td>
<td>34%</td>
<td>44,457</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
<td>17</td>
<td></td>
<td>Cyclists</td>
<td>17%</td>
<td>22,299</td>
</tr>
</tbody>
</table>

### Emissions

| Percentage of emissions from the transport sector out of total emissions |
|-------------------------------------------------|----------------|----------------|----------------|
| Regional score                                  | 17.8           | 33             | 41.1           |

### Indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Estimated total road deaths per year</td>
</tr>
<tr>
<td></td>
<td>Estimated injuries per year</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Accessibility to Public Transport within at least 500 meters</td>
</tr>
<tr>
<td>Comfort</td>
<td>Walking</td>
</tr>
<tr>
<td></td>
<td>Cycling</td>
</tr>
</tbody>
</table>

### Notes

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1–2 of the provisions were met, responses are reflected as “Partial”.
3. A 3 star iRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. The WHO STEPwise demand/activity data was collected in 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

<table>
<thead>
<tr>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Safety

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

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

Activity/Demand

- Average of transport related physical activity per day:
  - Estimated total road deaths per year: 100% 164
  - Estimated injuries per year: 100% 41265

Accessibility

- Accessibility to Public Transport within at least 500 meters:
  - KM of network evaluated 100%
  - KM of network 3* or above IRAP

Comfort

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

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

Activity

- Average of transport related physical activity per day:
  - Estimated total road deaths per year: 100% 164
  - Estimated injuries per year: 100% 41265

Emissions

- Percentage of emissions from the transport sector out of total emissions:
  - Regional score: 55.9%
  - Global score: 49.3%

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following. Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses were reflected as “Partial”.
3. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO)”, “Road Safety (WHO)”, “Public Transport Accessibility (UN-Habitat)”, “Comfort (iRAP)”, and “Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, those figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
4. A 3 star iRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
5. The road safety data was collected from the Global Burden of Disease database in 2019.
6. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
7. There is no activity/demand data currently available.
8. Emissions data is currently not available.
Morocco

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional score</td>
<td>59.9</td>
<td>70.3</td>
<td>42.3</td>
</tr>
<tr>
<td>Activity/Demand</td>
<td>56.7</td>
<td>23.2</td>
<td>Percentage of emissions from the transport sector out of total emissions</td>
</tr>
<tr>
<td>Safety</td>
<td>Accessibility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated total road deaths per year</td>
<td>Estimated injuries per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Deaths</td>
<td>Total Injuries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td>Pedestrians</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cyclists</td>
<td>Cyclists</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100% 9 183</td>
<td>100% 8 156 44</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32% 2 967</td>
<td>30% 2 42 660</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1% 87</td>
<td>18% 1 47 817</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Accessibility

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>Marrakesh</th>
<th>74%</th>
</tr>
</thead>
</table>

Activity/Demand

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>70.3 minutes per day</td>
<td>42.3 minutes per day</td>
</tr>
</tbody>
</table>

African Average: 55.9%  Global Average: 49.3%

Emissions

Percentage of emissions from the transport sector out of total emissions

<table>
<thead>
<tr>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.2%</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

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

**Accessibility**

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>City</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alto Molocue</td>
<td>54%</td>
</tr>
<tr>
<td>Beira</td>
<td>7.85</td>
</tr>
<tr>
<td>Gueze</td>
<td>31.63</td>
</tr>
<tr>
<td>Maputo</td>
<td>52.18</td>
</tr>
<tr>
<td>Manica</td>
<td>49.45</td>
</tr>
<tr>
<td>Nacala Porto</td>
<td>26.26</td>
</tr>
<tr>
<td>Nampula</td>
<td>10.37</td>
</tr>
<tr>
<td>Pemba</td>
<td>45.97</td>
</tr>
<tr>
<td>Mocuba</td>
<td>41.13</td>
</tr>
<tr>
<td>Manhica</td>
<td>49.45</td>
</tr>
<tr>
<td>Mnheco</td>
<td>25.25</td>
</tr>
<tr>
<td>Mocuba</td>
<td>41.13</td>
</tr>
<tr>
<td>Manhica</td>
<td>49.45</td>
</tr>
<tr>
<td>Nacala Porto</td>
<td>26.26</td>
</tr>
<tr>
<td>Nampula</td>
<td>10.37</td>
</tr>
</tbody>
</table>

**Population:** 30,721,000

**African Charter for Road Safety:** signed

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

**Walking and Cycling Policy:** no

**Total Deaths**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>100%</td>
<td>4,979</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>58%</td>
<td>2,905</td>
</tr>
<tr>
<td>Cyclists</td>
<td>5%</td>
<td>225</td>
</tr>
</tbody>
</table>

**Total Injuries**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>100%</td>
<td>842,885</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>46%</td>
<td>391,940</td>
</tr>
<tr>
<td>Cyclists</td>
<td>25%</td>
<td>212,094</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alto Molocue</td>
<td>53.74</td>
<td>100%</td>
<td>51.1</td>
<td>55.9%</td>
</tr>
<tr>
<td>Beira</td>
<td>7.85</td>
<td>31.63</td>
<td>45.97</td>
<td>49.3%</td>
</tr>
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<td>52.18</td>
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</tr>
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<td>10.37</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

**Estimates**

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: managing speed to safe system outcomes (e.g. 20mph or 30 km/h), safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
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4. 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.
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**Regional score**

<table>
<thead>
<tr>
<th>City</th>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alto Molocue</td>
<td>53.74</td>
<td>100%</td>
<td>51.1</td>
<td>55.9%</td>
</tr>
</tbody>
</table>

**Notes**

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

**Total Deaths**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>100%</td>
<td>4,979</td>
</tr>
<tr>
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</tr>
<tr>
<td>Cyclists</td>
<td>5%</td>
<td>225</td>
</tr>
</tbody>
</table>

**Total Injuries**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>100%</td>
<td>842,885</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>46%</td>
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<td>212,094</td>
</tr>
</tbody>
</table>

**Estimates**

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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.

**Regional score**

<table>
<thead>
<tr>
<th>City</th>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alto Molocue</td>
<td>53.74</td>
<td>100%</td>
<td>51.1</td>
<td>55.9%</td>
</tr>
</tbody>
</table>
Poulation: 2 467 000
Walking and Cycling Policy: strong
African Charter for Road Safety: ratified
Design standards for pedestrians /cyclists: partial

Namibia

**Indicator Radar**

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

- Regional score

- **Policy**

- **Safety**

- **Comfort**

- **Accessibility**

0 = no data

**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

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

**Activity/Demand**

- Average of transport related physical activity per day

**Comfort**

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

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

**Emissions**

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

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Poor”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
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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 IFC and the SLOCAT Partnership.
Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Regional score</th>
<th>Indicator Radar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated total road deaths per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Deaths</td>
<td>100%</td>
<td>2784</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>29%</td>
<td>812</td>
</tr>
<tr>
<td>Cyclists</td>
<td>3%</td>
<td>81</td>
</tr>
<tr>
<td>Estimated injuries per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Injuries</td>
<td>100%</td>
<td>3,718,660</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>34%</td>
<td>1,267,144</td>
</tr>
<tr>
<td>Cyclists</td>
<td>25%</td>
<td>946,290</td>
</tr>
</tbody>
</table>

Accessibility

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>Region</th>
<th>31%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agadez</td>
<td>17.23</td>
</tr>
<tr>
<td>Dosso</td>
<td>9</td>
</tr>
<tr>
<td>Niamey</td>
<td>12.5</td>
</tr>
<tr>
<td>Maradi</td>
<td>16.3</td>
</tr>
<tr>
<td>Zinder</td>
<td>31.83</td>
</tr>
</tbody>
</table>

Comfort

Walking

<table>
<thead>
<tr>
<th>KM of network evaluated in IRAP</th>
<th>118.8 minutes per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network 3* or above IRAP</td>
<td>166.8</td>
</tr>
</tbody>
</table>

Cycling

<table>
<thead>
<tr>
<th>KM of network evaluated in IRAP</th>
<th>141.6 minutes per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>KM of network 3* or above IRAP</td>
<td>59.9</td>
</tr>
</tbody>
</table>

Activity

Average of transport related physical activity per day

<table>
<thead>
<tr>
<th>Activity/Demand</th>
<th>Regional score</th>
<th>Indicator Radar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated total road deaths per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Deaths</td>
<td>100%</td>
<td>2784</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>29%</td>
<td>812</td>
</tr>
<tr>
<td>Cyclists</td>
<td>3%</td>
<td>81</td>
</tr>
<tr>
<td>Estimated injuries per year</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Injuries</td>
<td>100%</td>
<td>3,718,660</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>34%</td>
<td>1,267,144</td>
</tr>
<tr>
<td>Cyclists</td>
<td>25%</td>
<td>946,290</td>
</tr>
</tbody>
</table>

Emissions

Percentage of emissions from the transport sector out of total emissions

<table>
<thead>
<tr>
<th>Emissions</th>
<th>Regional score</th>
<th>Indicator Radar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zinder</td>
<td>57.6</td>
<td>38</td>
</tr>
</tbody>
</table>

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”.

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

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

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

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

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Population: 23,882,000</th>
<th>Walking and Cycling Policy: no</th>
<th>African Charter for Road Safety: not signed</th>
<th>Design standards for pedestrians/cyclists: yes</th>
<th>Accessibility to Public Transport within at least 500 meters:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agadez</td>
<td>17.23</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dosso</td>
<td>9</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Zinder</td>
<td>31.83</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

4 The WHO STEPwise demand/activity data was collected in 2007.

5 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

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional store</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Safety

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Deaths</th>
<th>Total Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>28%</td>
<td>32%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>3%</td>
<td>24%</td>
</tr>
</tbody>
</table>

#### Estimated road deaths per year

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

#### Estimated injuries per year

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

### Accessibility

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

<table>
<thead>
<tr>
<th>Region</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lagos</td>
<td>38%</td>
<td></td>
</tr>
<tr>
<td>Ibadan</td>
<td>11.81</td>
<td>11.11</td>
</tr>
<tr>
<td>Gombe</td>
<td>7.46</td>
<td></td>
</tr>
<tr>
<td>Oyo</td>
<td>28.7</td>
<td></td>
</tr>
</tbody>
</table>

### Activity/Demand

<table>
<thead>
<tr>
<th>Category</th>
<th>Activity</th>
<th>Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 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**

- **Global Emissions** 28.4%

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO), Road Safety (WHO), Public Transport Accessibility (UN-Habitat), Comfort (iRAP) and Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, these figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
3. A 3 star iRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. There is no activity/demand data currently available.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by IWA and the SLOCAT Partnership.
Republic of the Congo

Indicator Radar

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

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

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

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

---

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic if 1-2 of the provisions were met, responses are reflected as "Partial".
3 A 3-star IAP 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.
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.

The WHO STEPwise demand/activity data was collected in 2012.

Emissions data has been collected from the Tracking Progress Towards the Sustainable Development Goals jointly developed by GIZ and the SLOCAT Partnership.

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

The strength of policy is indicated by whether action plans are funded with timebound 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 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
Sao Tome and Principe

**Indicator Radar**

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

**Safety**

- Estimated total road deaths per year
  - Total Deaths: 100% (21)
  - Pedestrians: 33% (7)
  - Cyclists: 5% (1)

- Estimated injuries per year
  - Total Injuries: 100% (5217)
  - Pedestrians: 35% (1832)
  - Cyclists: 21% (1096)

**Accessibility**

- Accessibility to Public Transport within at least 500 meters

- **Regional score**

**Activity/Demand**

- Average of transport related physical activity per day
  - African Average: 55.9% (no data available)
  - Global Average: 49.3% (no data available)

**Comfort**

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

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

**Emissions**

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

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
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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. 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".

---

**Poulation:** 216,000

**Walking and Cycling Policy:** no

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

**Design standards for pedestrians/cyclists:** partial
**Average of transport related physical activity per day**

- **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%

**Accessibility**

Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>City</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar</td>
<td>62.98</td>
<td>32.7</td>
</tr>
<tr>
<td>Kaolack</td>
<td>20.58</td>
<td>32.5</td>
</tr>
<tr>
<td>Diorbel</td>
<td>32.35</td>
<td>38.7</td>
</tr>
<tr>
<td>Luogo</td>
<td>38.8</td>
<td>58.69</td>
</tr>
<tr>
<td>Mbour</td>
<td>38.7</td>
<td>58.8</td>
</tr>
<tr>
<td>Saint Louis</td>
<td>15.91</td>
<td>35.6</td>
</tr>
<tr>
<td>Touba</td>
<td>22.39</td>
<td>35.6</td>
</tr>
<tr>
<td>Ziguinchor</td>
<td>35.51</td>
<td>35.6</td>
</tr>
<tr>
<td>Thies</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Emissions**

Percentage of emissions from the transport sector out of total emissions

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

**Safety**

- Estimated total road deaths per year: 1822
- Estimated injuries per year: 360,325

**Policy**

- Regional score

**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 the ITC and the SLOCAT Partnership.
### Activity/Demand

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Regional Average</th>
<th>African Average</th>
<th>Global Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>55.9%</td>
<td>55.9%</td>
<td>49.3%</td>
</tr>
<tr>
<td>Comfort</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td>KM of network evaluated IRAP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycling</td>
<td>KM of network 3* or above IRAP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emissions</td>
<td>Percentage of emissions from the transport sector out of total emissions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- 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.

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### Seychelles

**Population:** 105,000

**Walking and Cycling Policy:** weak

**African Charter for Road Safety:** signed

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

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

The WHO STEPWise demand/activity data was collected in 2009.

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

**Indicator Radar**

**Activity**

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

**Regional Score**

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

**Emissions**

Percentage of emissions from the transport sector out of total emissions

**Activity/Demand**

Average of transport related physical activity per day

**Safety**

- Estimated total road deaths per year
- Estimated injuries per year

**Accessibility**

Accessibility to Public Transport within at least 500 meters

**Compliance**

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

**Population:** 16,273,000

**Walking and Cycling Policy:** no

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

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

---

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

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

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

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

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

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**

- **Activity/Demand**
  - Estimated total road deaths per year:
    - Total Deaths: 100% (19,239)
    - Pedestrians: 31% (5,881)
    - Cyclists: 1% (164)

- **Safety**
  - Estimated injuries per year:
    - Total Injuries: 100% (1,219,959)
    - Pedestrians: 38% (465,377)
    - Cyclists: 15% (186,230)

- **Policy**
  - Regional score: 55.9%

- **Comfort**
  - **Walking**
    - KM of network evaluated IRAP: 3,410km → 2%
  - **Cycling**
    - KM of network evaluated IRAP: 1,160km → 5%

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

---

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

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

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

4. 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. 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.

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

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**Johannesburg**

20.78

**Port Elizabeth**

5.61

**21%**

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

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

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**Indicator Radar**

- **Activity**
  - Regional store
- **Policy**
  - 5
- **Safety**
  - 4
- **Comfort**
  - 3
- **Accessibility**
  - 2

---

**Safety**

<table>
<thead>
<tr>
<th>Estimated total road deaths per year</th>
<th>Estimated injuries per year</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Deaths</strong></td>
<td><strong>Total Injuries</strong></td>
</tr>
<tr>
<td>100% 991</td>
<td>100% 22,3786</td>
</tr>
<tr>
<td>Pedestrians 50% 495</td>
<td>Pedestrians 43% 9,554</td>
</tr>
<tr>
<td>Cyclists 3% 33</td>
<td>Cyclists 24% 5,2946</td>
</tr>
</tbody>
</table>

---

**Accessibility**

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

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

---

**Activity/Demand**

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

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

---

**Comfort**

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

---

**Emissions**

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

| Emissions data is currently not available. |

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial.”
3. The country radar assessment has been conducted by the Walk21 Foundation on a continental scale. It uses the available “Demand/Activity (WHO), “Road Safety (WHO), “Public Transport Accessibility (UN Habitat), “Comfort (iRAP), and “Policy” data from African countries to benchmark performance. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, those figures should be adjusted when comparing on a global scale. A “0” score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
4. A 3 star IRAP rating is considered to be the minimally accepted level of comfort. For pedestrians, these roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic. For cyclists, the road includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
Sudan

Average of transport related physical activity per day

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

African Average 55.9%  
Global Average 49.3%

Safety

- Estimated total road deaths per year
- Estimated injuries per year

<table>
<thead>
<tr>
<th>Safety</th>
<th>Total Deaths</th>
<th>Total Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>23%</td>
<td>29%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Accessibility

Accessibility to Public Transport within at least 500 meters

- Atbara: 10.14
- Baz Sudan: 4.49
- Al Qadarif: 18.79
- Kasala: 6.86
- Khashim: 18.42
- Baniar: 5.54
- Sahn: 5.6
- Wad Madani: 18.42

Al Qadarif 19%

Comfort

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

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

Activity

- Total Deaths
- Total Injuries
- Pedestrians
- Cyclists

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

Emissions

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

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

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
3 The WHO STEPwise demand/activity data was collected in 2016.
4 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
5 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6 The WHO STEPs data was collected in 2016.
7 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
Tanzania

Indicator Radar

Safety

Activity/Demand

Comfort

Accessibility

Emissions

Population: 60,772,000
Walking and Cycling Policy: weak
African Charter for Road Safety: not signed
Design standards for pedestrians/cyclists: partial

Average of transport related physical activity per day

Activity/Demand

Safety

Activity

Safety

Accessibility

Policy

Access to Public Transport within at least 500 meters

Policy

Comfort

KM of network evaluated

IRAP

2,243km

KM of network 3* or above IRAP

71km

Activity/Demand

Safety

Comfort

Accessibility

Activity

Safety

Accessibility

Policy

Women

Men

Regional score

African Average 55.9%

Global Average 49.3%

Percentage of emissions from the transport sector out of total emissions

49.5%

Walking

Cycling

Total Deaths 100% 5824

Pedestrians 40% 2355

Cyclists 5% 304

Total Injuries 100% 604,401

Pedestrians 24% 147,244

Cyclists 46% 276,535

Women

Men

Arusha

51.4

50 minutes per day

38.6

30 minutes per day

30

Women

Men

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”.

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

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

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

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

The WHO STEPwise demand/activity data was collected in 2012.

Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Average of transport related physical activity per day: 59.9 Activity/Demand

Safety

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

Comfort

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

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

Activity/Demand

- Average of transport related physical activity per day: 59.9

Accessibility

Accessibility to Public Transport within at least 500 meters

Emissions

Percentage of emissions from the transport sector out of total emissions: 61.4

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h), Safe crossings for pedestrians and cyclists, and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
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4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. Metadata on SDGs Indicator 11.2.1 to measure accessibility is not currently available.
6. There is no activity/demand data currently available.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Tunisia

### Indicator Radar

<table>
<thead>
<tr>
<th>Region</th>
<th>Activity</th>
<th>Safety</th>
<th>Comfort</th>
<th>Accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional store</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Safety

- Estimated total road deaths per year
  - 
  - Total Deaths: 100% 2,472
  - Pedestrians: 26% 633
  - Cyclists: 3% 76

#### Activity/Demand

- Estimated injuries per year
  - Total Injuries: 100% 300,624
  - Pedestrians: 29% 85,869
  - Cyclists: 20% 60,257

#### Accessibility

- Accessibility to Public Transport within at least 500 meters

<table>
<thead>
<tr>
<th>City</th>
<th>Walking</th>
<th>Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunis (includes Al-Tadammun and Sukrah)</td>
<td>52%</td>
<td>45.58%</td>
</tr>
<tr>
<td>Monastir</td>
<td>35.25%</td>
<td></td>
</tr>
<tr>
<td>Tozeur</td>
<td>43.52%</td>
<td></td>
</tr>
<tr>
<td>Susah</td>
<td>45.58%</td>
<td></td>
</tr>
<tr>
<td>Banzart</td>
<td>16.06%</td>
<td></td>
</tr>
<tr>
<td>Sfax</td>
<td>30.22%</td>
<td></td>
</tr>
<tr>
<td>Sousse</td>
<td>37.19%</td>
<td></td>
</tr>
<tr>
<td>Monastir</td>
<td>35.25%</td>
<td></td>
</tr>
<tr>
<td>Tataouine</td>
<td>43.52%</td>
<td></td>
</tr>
<tr>
<td>Tunis (includes Al-Tadammun and Sukrah)</td>
<td>48.49%</td>
<td></td>
</tr>
</tbody>
</table>

#### Emissions

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

<table>
<thead>
<tr>
<th>City</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunis (includes Al-Tadammun and Sukrah)</td>
<td>48.49%</td>
</tr>
</tbody>
</table>

**Notes:**

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes," "No," or "Partial." "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g., 20 mph or 30 km/h); safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. Some countries may not have sufficient data to accurately depict their performance against the indicators. Further, these figures should be adjusted when comparing on a global scale. A "0" score may be an indication of missing data. Detailed information on the methodology is set out in the “Walking and Cycling in Africa” Report.
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4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The 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.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
**Uganda**

**Indicator Radar**

**Safety**
- Estimated total road deaths per year: 100% 5,563
- Estimated injuries per year: 100% 805,284

**Accessibility**
- Accessibility to Public Transport within at least 500 meters
  - Jinja: 11.51
  - Kampala: 21.49
  - Kasane: 11.18
  - Lira: 14.74
  - Masaka: 14.74
  - Mbale: 14.66
  - Mbarara: 8.43
  - Mukono: 16.56

**Activity/Demand**
- Average of transport related physical activity per day
  - Women: 76.3 minutes per day
  - Men: 67.7 minutes per day
- African Average: 55.9%
- Global Average: 49.3%

**Comfort**
- Walking
  - KM of network evaluated IRAP: 1,720km
  - KM of network 3* or above IRAP: 77km
- Cycling
  - KM of network evaluated IRAP: 1,720km
  - KM of network 3* or above IRAP: 77km

**Emissions**
- Percentage of emissions from the transport sector out of total emissions
  - Estimated total road deaths per year
  - Estimated injuries per year
  - Women: 39.0%
  - Men: 61.0%

---

1 The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2 In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as “Yes”, “No”, or “Partial”. “Yes” responses included the provision of the follow- ing: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as “Partial”.
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5 The road safety data was collected from the Global Burden of Disease database in 2019.
6 The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
7 Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
Zambia

**Indicator Radar**

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

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

**Accessibility**
- Accessibility to Public Transport within at least 500 meters
  - Ndola: 9%

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

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

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

---

1. The strength of policy is indicated by whether action plans are funded with time bound targets and clear performance metrics.
2. In the WHO Global Status Report on Road Safety 2018, design standards for the safety of pedestrians and cyclists is reported as "Yes", "No", or "Partial". "Yes" responses included the provision of the following: Managing speed to safe system outcomes (e.g. 20 mph or 30 km/h); Safe crossings for pedestrians and cyclists; and separation of pedestrians and cyclists from vehicular traffic. If 1-2 of the provisions were met, responses are reflected as "Partial".
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4. The road safety data was collected from the Global Burden of Disease database in 2019.
5. The 2020 Metadata on SDGs Indicator 11.2.1 has been used to measure accessibility.
6. The WHO STEPwise demand/activity data was collected in 2017.
7. Emissions data has been collected from the Tracker of Climate Strategies for Transport jointly developed by GIZ and the SLOCAT Partnership.
**Zimbabwe**

**Population:** 15,505,000

**Walking and Cycling Policy:** no

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

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

---

**Indicator Radar**

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

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

**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

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

---

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

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

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

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

---

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

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

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**Key Figures**

- Average of transport related physical activity per day: 59.9 Activity/Demand
- Safety: 22.2% Emissions
- Accessibility to Public Transport within at least 500 meters: 0

---

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

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

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

---

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

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