WALKING AND CYCLING IN AFRICA

Evidence and good practice to inspire action

UN HABITAT
FOR A BETTER URBAN FUTURE

UN environment programme 50 1972-2022

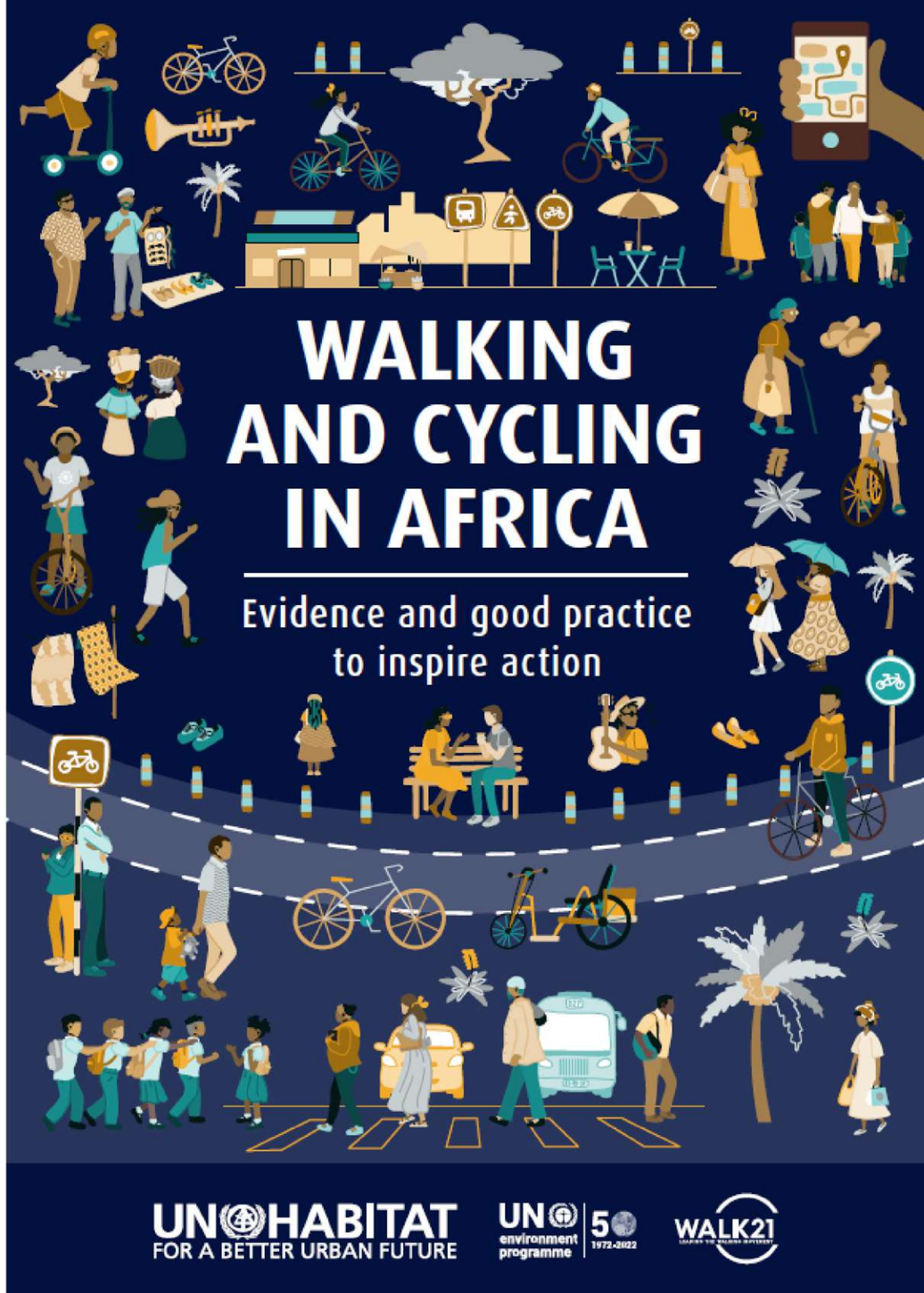
WALK21

What is the report about?

What governments and decision makers can do to **retain**, **protect** and **enable** people that walk and cycle in Africa

Urban Pathways

FIA FOUNDATION



What did we find out?

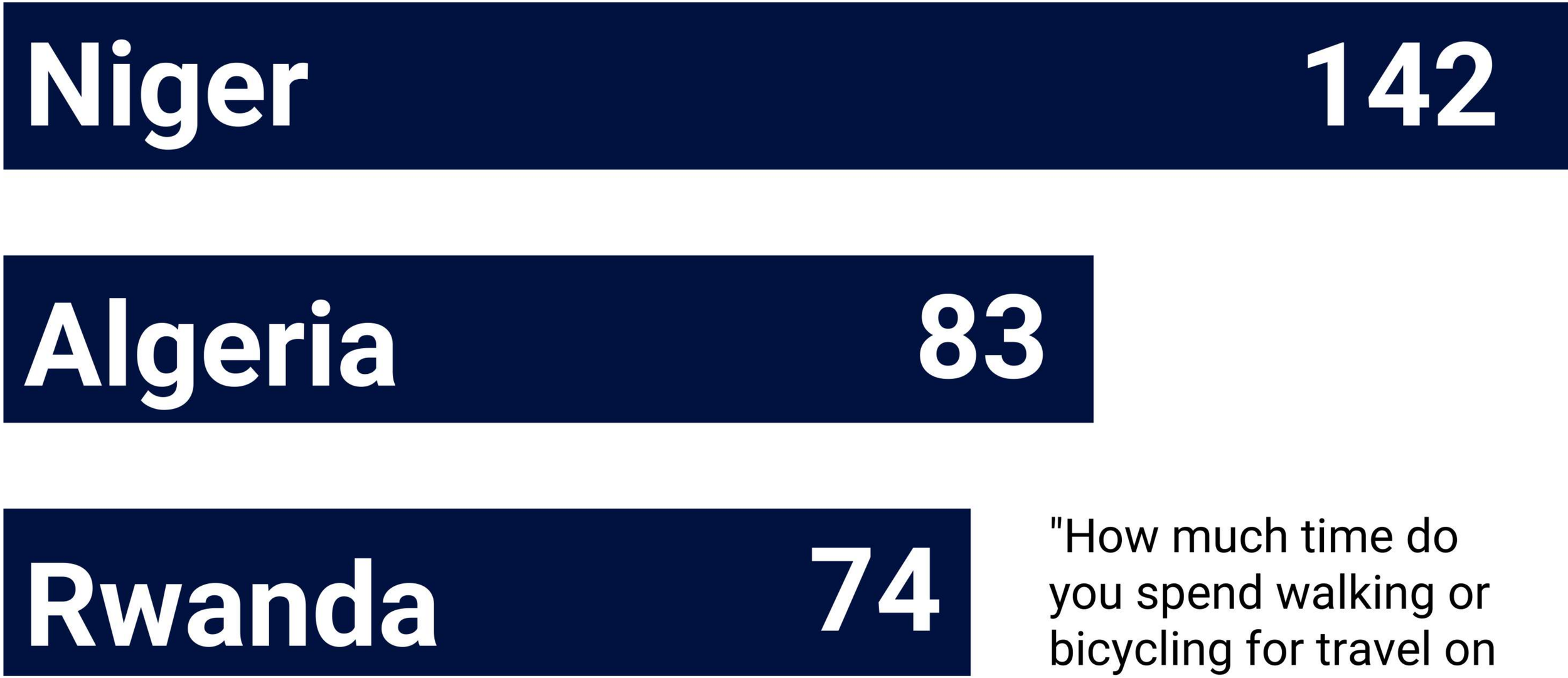
A lot of people walk

A lot of people walk

A lot of the time

Up to 78% of people walk for transport everyday to reach essential services

WHO STEPWise Country Reports



"How much time do you spend walking or bicycling for travel on a typical day?”

Niger

In Niamey, the Capital City of Niger, data, although limited, indicates that over half the trips in the city are made on foot.

Women walk and cycle 29% more than men

Only 9 African countries have street design standards for the safety of pedestrians and cyclists.

The WHO Global Status Report on Road Safety 2018

More than 20% have no design standards whatsoever

What do Lagos, Kigali, Accra and Addis have in common?

Transport as a main source of air pollution

Air pollution is now the **second largest cause of death in Africa.** In 2019 it was responsible for 1.1 million deaths across Africa

Despite many countries investing heavily in new public transport systems there is very little evidence of planning or investment in the walkability of the catchment zone.

SDG 11.2

Indicator 11.2.1, set as the proportion of the population that has convenient access to public transport.

Global average is 51.6%

African average is 31.7%

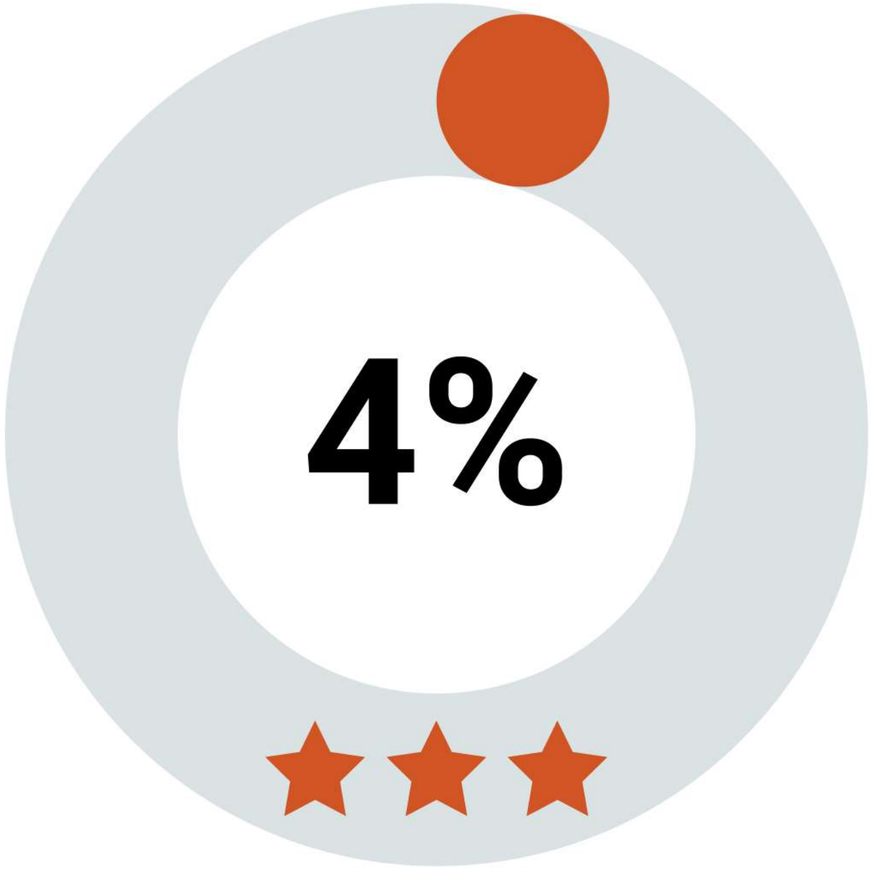
Bamako, Mali	65%
Dakar, Senegal	63%
Parakou, Benin	11%
Luanda, Angola	10.7%

23 countries in Africa have used the SDG 11.2 methodology to collect data and define their city level of accessibility

Walking and cycling in most African cities is not only unsafe but also incredibly uncomfortable.

95% of roads in Africa fail to provide an acceptable level of service for pedestrians.

93% fail to provide an acceptable level for cyclists.



For pedestrians, only 4% of assessed roads have sidewalks, pedestrian refuge, street lighting and 50km/h traffic.

For cyclists, only 6% of assessed roads includes on-road cycle lanes, good road surface, street lighting and 60km/h traffic.

What are some of the other consequences of inaction?

Decreasing health

Beyond the implications of poor air quality, 8 of the top 20 countries with the fastest rising rates of adult obesity are in Africa.

Decreasing Road Safety

Africa is the least safe place to walk and cycle in the world. 261 pedestrians and 18 cyclists are killed every day.

The continent has only 3% of the world's registered vehicles, but 20% of global road traffic deaths.

Despite the challenges, there is a lot of inspiring action

59% of the people walking and cycling in Africa are supported by a policy

Kisumu, Kenya

POLICY
needs to:

1. Retain the levels of walking to minimize the negative effects and costs of congestion, poor air quality, non-communicable diseases and compromised public safety.

2. Protect the lives of people that walk and cycle by ensuring both physical and personal safety.

3. Enable people of any age or gender, both with and without disabilities, to walk and cycle with dignity.

4. Invest in infrastructure that provides an acceptable level of service for people that walk and cycle.

ACTION
needs to:

1. Map the catchment areas of every public transport stop to ensure safe walking and cycling access in neighbourhoods and to public transport.

2. Include comprehensive safety and security in public spaces.

3. Incorporate funding for walking and cycling in transport infrastructure project budgets as well as strategic climate finance plans.

4. Invest in relation to the amount saved - when people can walk, they spend nothing on public or private transport and therefore have higher levels of available income for health and education.

IMPACT
will be more effective if:

1. Citizens are involved in policy making and street design processes.

2. Communities are given affordable tools that allow them to share their views on where the level of service meets or fails their needs.

3. There is continuous evaluation of the effectiveness of delivered actions.

4. National health and transport authorities are encouraged to work with The World Health Organization (WHO) to collect consistent data on ‘Time spent active for transport’.

5. Traffic police are trained on the importance of crash data and processes to collect it accurately and include pedestrians and cyclists.

6. There is vertical integration of policies between national and local level and dedicated staff in the local level working on walking and cycling to ensure policy, action and impact data is visible and up to date.

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