



TUMI INITIATIVE'S TRANSFORMATIVE STORIES

LAGOS, NIGERIA: IMPROVING SIDEWALKS TO ENABLE SAFE NMT IN ONE OF AFRICA'S LARGEST CITIES

With a population of over 20 million that is growing at a rate of 6% per annum, Lagos will soon be one of the largest cities in the world. Although it is Nigeria's economic powerhouse, its potential is being stifled by poor transport systems that make living and working in it difficult. While some progress has been made in improving public transport, the current network is limited and the use of private cars is on the rise. There is limited infrastructure for commuting on foot or by bicycle, and a significant portion of the population is exposed to daily danger by sharing the road with motorized vehicles. The Sidewalk Challenge aims to demonstrate the benefits of non-motorized transport (NMT) infrastructure through 5 kilometers of new and upgraded sidewalks. It is one of the first projects aligned with the City's 2018 NMT Policy, and will help build stakeholder support for the administration's plans to create 900 kilometers of footpaths and 300 kilometers of cycle tracks by 2033.



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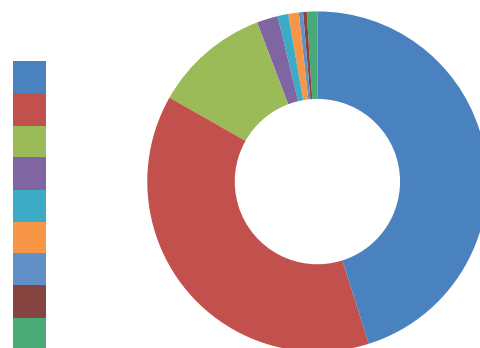
Population: 21,000,000

Area: 1,171 km²

Density: 6,871 persons/km²

MODAL SPLIT

45% Semi-formal Mini Buses
38% Walking
11% Private cars
2% Bicycles
1% Regulated buses
1% Trains
0.41% Bus Rapid Transit
0.34% Water Transportation
1.25% Other



Source: Lagos Metropolitan Area Transport Authority, 2015

2033 TARGETS

- The mode share of walking and cycling will increase to at least 50 percent of all trips, and remain at or above this level.
- Public transport (including informal operators) will constitute 90 percent of all motorized trips.

MOBILITY IN LAGOS

Lagos' transport system is dominated by informal operators, with residents relying heavily on a combination of 'danfos' (minibus taxis), 'kekes' (three-wheelers) and 'okadas' (motorcycle taxis) for 45 percent of their journeys around the city. It is estimated that 70 percent of motorized trips use these modes as opposed to private vehicles or formal public transport. Some commuters travel on buses regulated by LAMATA and Lagos Bus Services Limited (LBSL), but these are not nearly as popular as the informal options (Lagos Non-Motorised Transport Policy, 2018).

Non-motorized modes are estimated to constitute over 40 percent of all trips in the city, but this is often a dangerous option for commuters. Many public streets in Lagos are used by a mix of motorized and non-motorized vehicles, with a wide range of dimensions, speeds and acceleration capabilities. As a result, vehicle behaviour is erratic and difficult to manage, and in most cases pedestrians and cyclists have no choice but to share the carriageway with fast moving vehicles. As vehicle speeds increase over 30 km/h, the chance of NMT fatalities increases dramatically. This makes commuting by foot or on a bicycle hazardous and stressful.

As income levels rise, many Lagos residents choose to buy their own cars, and an estimated 11 percent of commutes are now via private vehicle. The effects of this are seen in growing traffic congestion, high rates of traffic-related injuries and deaths, and worsening noise and air pollution. The impacts are especially concerning for children, with many of the spaces they use for play and travel becoming unsafe due to motor vehicles.

In an effort to improve mobility in Lagos, the government has intervened strategically in a number of areas. In 2002, the Lagos Urban Transport Project (LUTP) was launched to revamp and modernize public transport through improved bus operations, institutional reform and road rehabilitation. A 22 kilometers dedicated bus corridor known as the 'BRT Lite' was introduced in 2008 between CMS and Mile 12, and a 13 kilometers extension running from Mile 12 to Ikorodu town was recently completed. The corridor transports an average of 120,000 passengers per day in 220 buses, and there is significant potential for expansion to connect it to different parts of the city so that more low and middle-income residents can access it. An urban rail system is currently under construction, and will eventually consist of seven lines. Following significant delays, Phase one is scheduled to open in the next five years.

To improve the functioning of the transport system and increase public transport use, LAMATA initiated the Intelligent Transport System (ITS) project to assess various aspects of the transport system and provide data to guide improvements. The project has helped to enhance the operational efficiency of the BRT system, resulting in a 19 percent decrease in commuter waiting times.





LAGOS SIDEWALK CHALLENGE

While the City has made progress with its public transport system, there is a dire need to improve and expand its NMT infrastructure to accommodate safe walking and cycling. The “Sidewalk Challenge” project will apply innovative tools to assess walkability in the city and prioritize investments to upgrade pedestrian facilities to a consistent standard to benefit users. Specifically, 5 kilometers of sidewalks will be created or rehabilitated in high traffic areas of Lagos Island’s central business district and around the new Ikeja Bus Terminal.

The project aims to create new quality infrastructure for the approximately eight million pedestrians who walk through the city daily, helping to make it more inclusive, safe, resilient and sustainable in line with Sustainable Development Goal (SDG) 11. Co-benefits include improvements in community health and road safety (SDG 3) and creating a cleaner, more resilient economy by improving air quality and controlling greenhouse gas emissions (SDG 13).

The project is planned to be implemented over approximately 12 months and will help Lagos optimize the use of its resources such as space, funds, time and energy by investing in NMT and public transportation modes.

RELATED MOBILITY INITIATIVES

Lagos’ ambitious NMT Policy of 2018 was developed with the support of the UN Environment-led ‘Share the Road Program’ and aims to improve access to public transport and NMT facilities while stabilizing the use of private cars. This represents a complete paradigm shift away from existing development patterns and requires a change in perceptions towards walking and cycling. A comprehensive approach to achieving this has been put forward, including:

- a progressive vision linked to five, ten and fifteen year goals
- principles and standards for street design
- built environment regulations
- NMT-oriented street network planning guidelines
- funding for new and improved NMT infrastructure
- better institutional frameworks for project implementation
- monitoring and evaluation of the policy’s effectiveness

To achieve its 2033 goals of at least 50 percent of all trips in the city being on foot or bicycle and 90 percent of all motorized trips being on public transport, Lagos needs to build at least 470 kilometers of MRT, 900 kilometers of footpaths, and 300 kilometers of cycle tracks (Lagos Non-Motorised Transport Policy, 2018). This will require steady progress over time and strong political and public support.



Demonstration projects like the Sidewalk Challenge are essential to build stakeholder buy-in by demonstrating the benefits of complete streets as a viable alternative to car-dominated roads.



KEY CONTACTS

Transportation Growth Initiative (TGI)

Emmanuel John, Director of Administration & Strategy
www.tgi.org.ng

Lagos Metropolitan Area Transport Authority (LAMATA)

Obafemi Shitta-Bey, Deputy Director of Corporate & Investment Planning
www.lamata-ng.com

ICLEI Africa Secretariat

Ryan Fisher - ryan.fisher@iclei.org
africa.iclei.org | @ICLEIAfrica @ecomobility_

TUMI Initiative

Daniel Moser - daniel.moser@giz.de
transformative-mobility.org | @TUMInitiative

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Author: Ryan Fisher and Blake Robinson

Layout: Matteo Franceschi

Photos: Emmanuel John

Contributors: Emmanuel John and Obafemi Shitta-Bey

ADDITIONAL READING

Executive Summary of Lagos Strategic Transport Master Plan (LSTMP)

Lagos Non-Motorised Transport Policy (2018). Retrieved from http://wedocs.unep.org/bitstream/handle/20.500.11822/25415/Lagos_NMTPolicy.pdf?sequence=3&isAllowed=y

Lagos Metropolitan Area Transport Authority (LAMATA) website: www.lamata-ng.com

The [Transformative Urban Mobility Initiative \(TUMI\)](http://transformative-mobility.org) enables leaders in developing countries and emerging economies to create sustainable urban mobility. It offers technical and financial support for innovative ideas. In TUMI the German Federal Ministry of Economic Cooperation and Development (BMZ) has brought together some of the world's leading institutions working on sustainable mobility with city networks and think tanks to implement projects on site where they are needed most. Partners include ADB, CAF, WRI, ITDP, UN-Habitat, SLoCaT, ITDP, ICLEI, GIZ, KfW and C40. transformative-mobility.org

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