

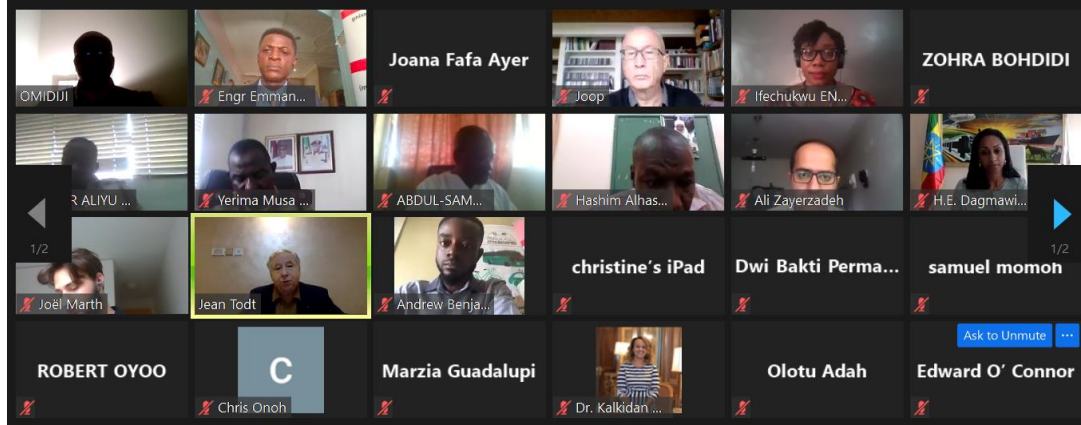
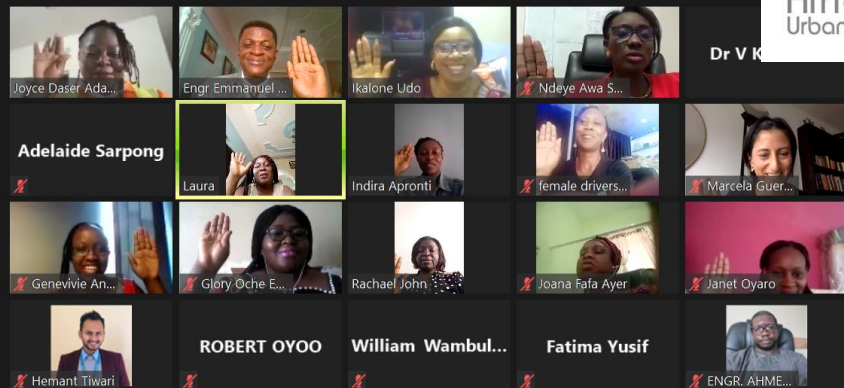


Removing Barriers to Active Mobility for Women in Abuja, Nigeria

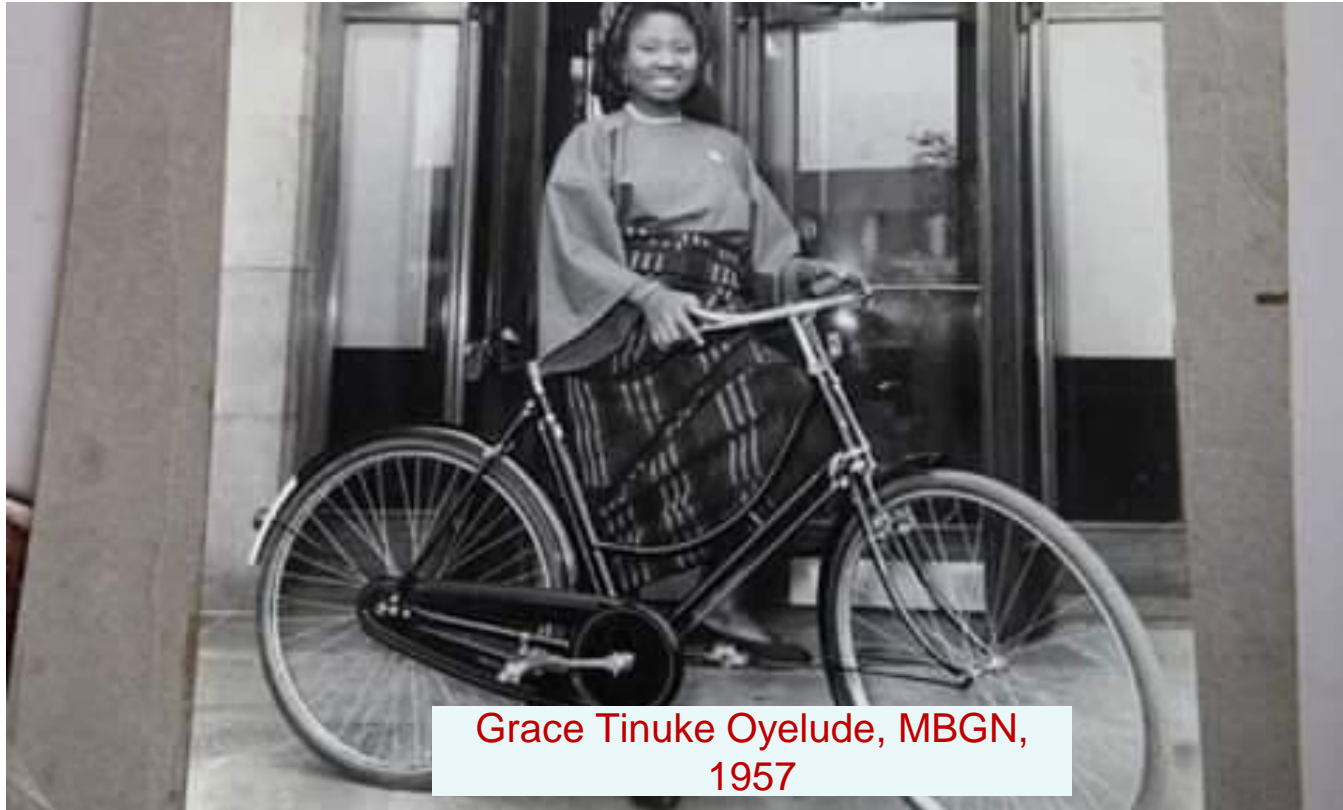
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Director,

Africa Sustainable Urban Mobility Course





Most Beautiful Girl In Nigeria 1957- Prize, A Bicycle



Grace Tinuke Oyelude, MBGN,
1957



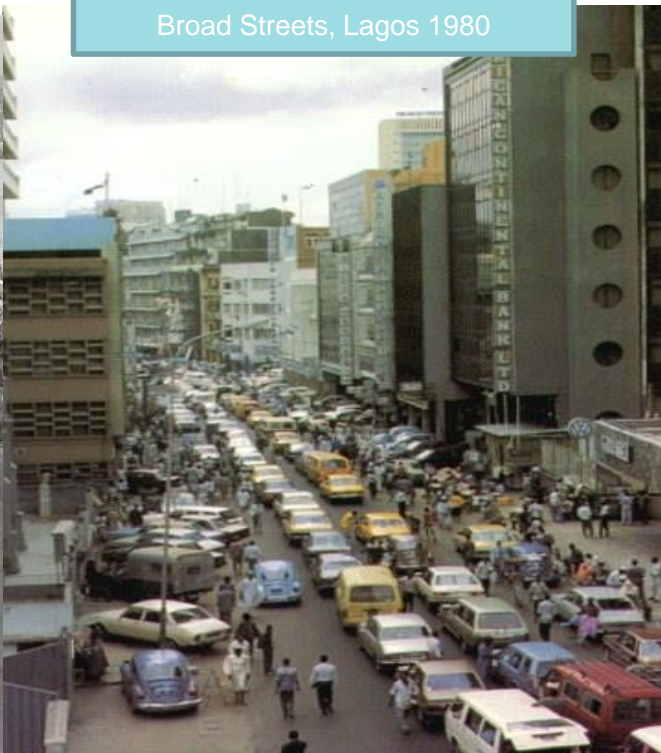
Broad Streets, Lagos 1960



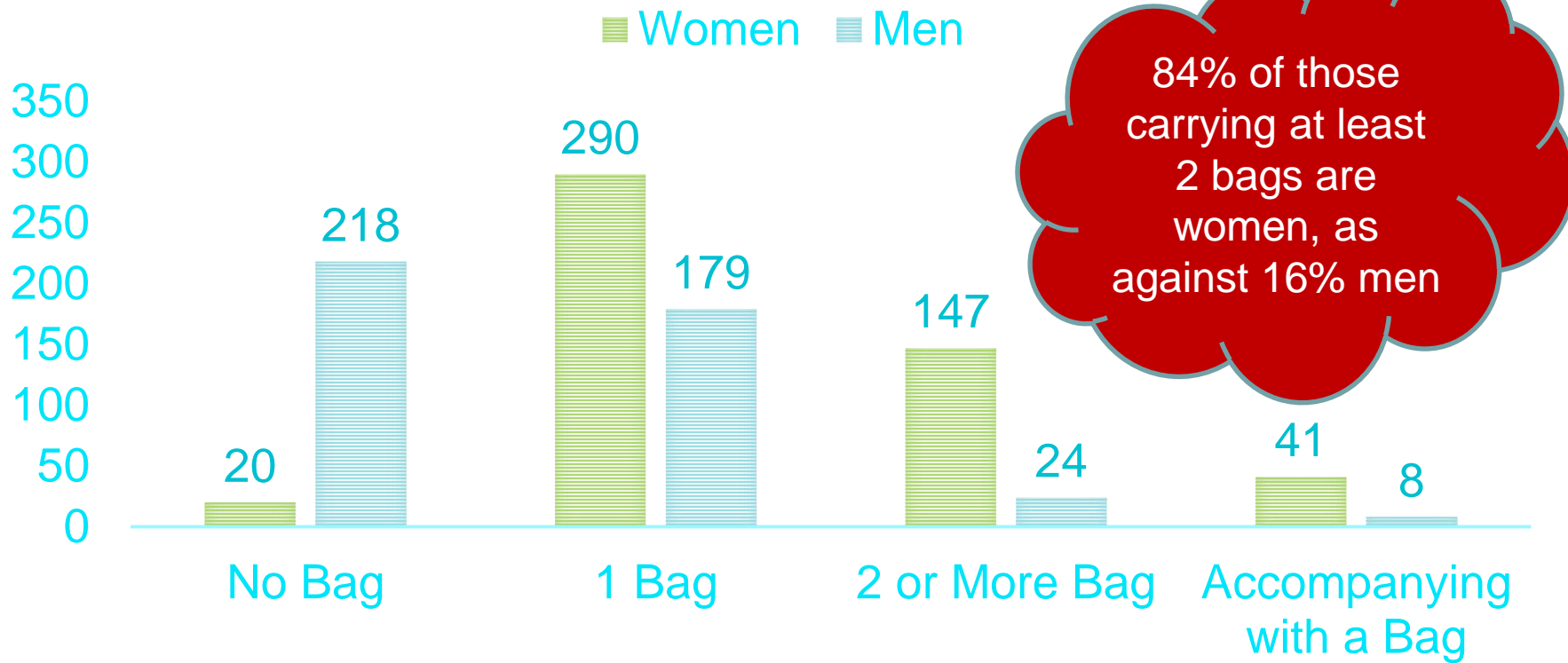
Broad Streets, Lagos 1970



Broad Streets, Lagos 1980

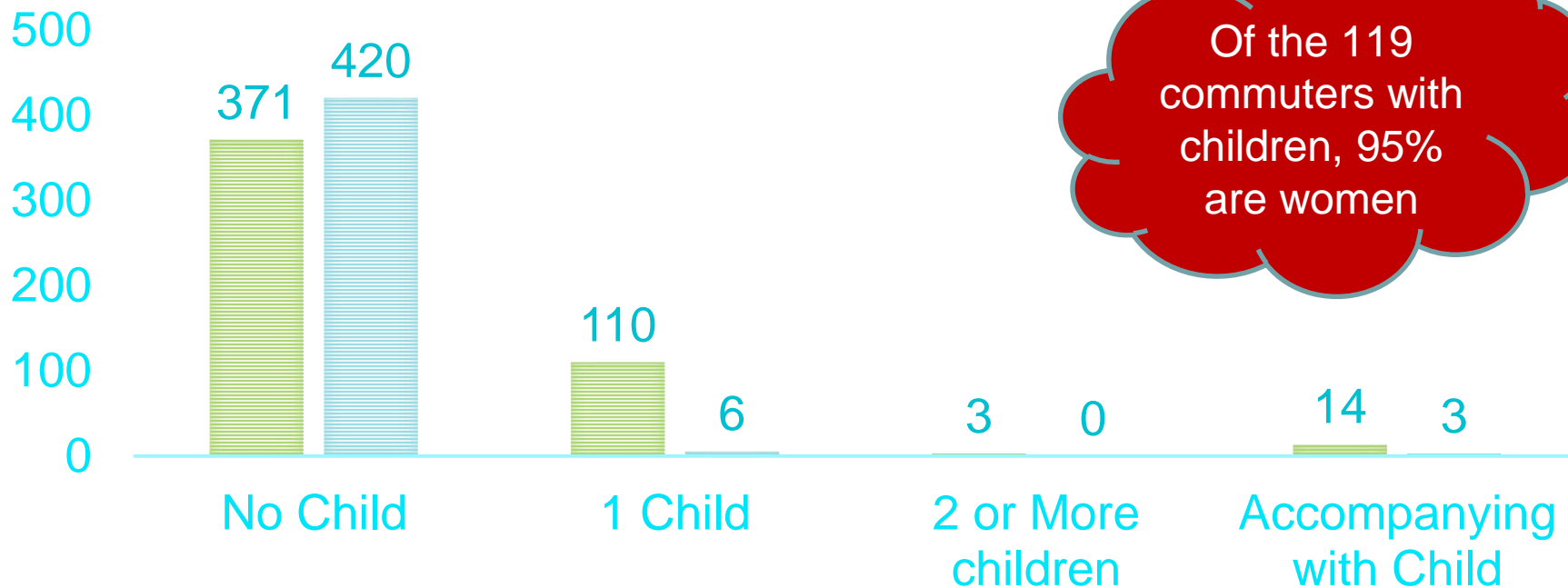


Who is Carrying a Bag or Bags



Who is Carrying a Child or Children

Women Men



Take Example of Area 3 Junction in Abuja

- Load in the hands
- Load on the head,
- Baby at the back
- To climb 2-storey building
- Nearly a kilometer added to her trip

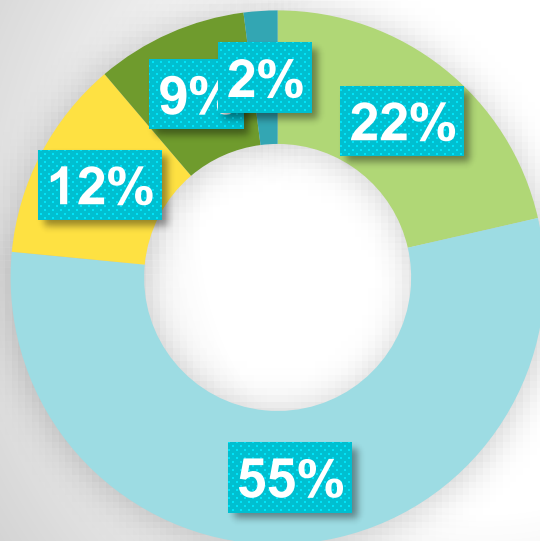


Features of the Pedestrian Bridges in Abuja

S/NO	ITEM	INFOR	REMARKS
1	Total Number of pedestrian bridges studied	13	
2	Average distance between the bridge and actual crossing points	260m	The bridges are a bit odd in terms of location and design. The city authority said these roads were not intended to have these bridges because the areas are not envisioned to have pedestrian trip generators, and the question to ask is that, were we supposed to have a ghost city.
3	Height of the bridges	6m	Equivalent to two storey building.
4	Bridge lengths	140m	From foot to foot. This is the same for all the bridges except Sheraton –Yar' Adua Center and Jabi VIO pedestrian bridges which are 26m and 27m respectively.

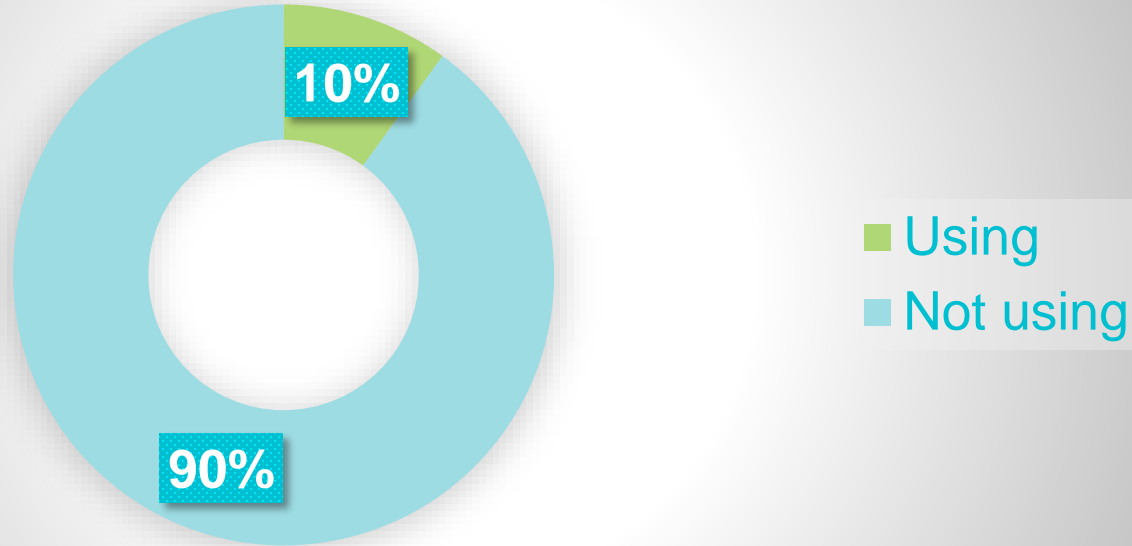
Why are You not Using the Bridge?

PERCENTAGE



- Fear of height
- Distance
- Steep staircase
- Safety/security
- Others

Physical count of women crossing the road around pedestrian Bridge Percentage



If Wishes Were Horses

S/N O	MODE	% MODE SPLIT	% WISH	% BETTER INFRAS. WISH
1	Personal Car	29	79	29
2	Shared Taxi	27	4	2.2
3	Bus/Light Rail	39*	14	55
4	Cycling	0	2	13
5	Walking	3.5	0.5	0.8
6	Others	0.5	-	-
	Total	100	100	100

So what are the barriers?



An infrastructure development that gives ownership of roads to the car driver

An infrastructure development that is not gender sensitive

Complementary road and transport facilities that are not gender sensitive

Policies, manuals and legislations that does not recognize gender

Implement #Love30



1. The whole city is 30km/h, suburban roads are 50-70km/h, crisscrossing highways/expressways are completely segregated and could be maximum speed
2. The city is classified into Car free zone, 30, 40 & 50km/h zones; meaning that all pedestrianize, commercial and administrative districts are either carefree or 30km/h, all less pedestrianized inter district roads are 40km/h and other roads within the city outside the 2 are 50km/h
3. Road hierarchies are redefined; all mixed used corridors are 30km/h, all roads of higher speed have separate cycle and pedestrian lanes with intersection treatment that prioritize cyclists and pedestrians



SUSTAINABLE
MOBILITY



- There must be policy and legal reforms to factor in gender
 - Nigeria's New National Transport Policy is trying to achieve this
 - Mobility gender desks should be created in agencies to generate data and galvanize other issues
 - The urban mobility development team must be composed of both women and men

We must not forget that “if all you have is a hammer, everything around you looks like a nail” – *African Proverb*



Thank You For Listening



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