Removing Barriers to Active Mobility for Women in Abuja, Nigeria

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Most Beautiful Girl In Nigeria 1957 - Prize, A Bicycle

Grace Tinuke Oyelude, MBGN, 1957
We Were a Cycling National Prior to 1972
Who is Carrying a Bag or Bags

- **No Bag**: 20 Women, 218 Men
- **1 Bag**: 290 Women, 179 Men
- **2 or More Bag**: 147 Women, 24 Men
- **Accompanying with a Bag**: 41 Women, 8 Men

84% of those carrying at least 2 bags are women, as against 16% men.
Of the 119 commuters with children, 95% are women.
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

<table>
<thead>
<tr>
<th>S/NO</th>
<th>ITEM</th>
<th>INFOR</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Total Number of pedestrian bridges studied</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Average distance between the bridge and actual crossing points</td>
<td>260m</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Height of the bridges</td>
<td>6m</td>
<td>Equivalent to two storey building.</td>
</tr>
<tr>
<td>4</td>
<td>Bridge lengths</td>
<td>140m</td>
<td>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.</td>
</tr>
</tbody>
</table>
Why are You not Using the Bridge?

PERCENTAGE

- Fear of height: 9%
- Distance: 22%
- Steep staircase: 12%
- Safety/security: 55%
- Others: 2%
Physical count of women crossing the road around pedestrian Bridge Percentage

- Using: 10%
- Not using: 90%
## If Wishes Were Horses

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