



INNOVATING MOBILITY: THE CITY OF LAGOS NIGERIA

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EcoMobility Exchange for TUMI Network of High Ambitious Leaders

● *Tshwane City, South Africa* ● *27 to 28 November, 2018*

About Transportation Growth Initiative (TGI)



- ❑ An NGO with membership cutting across transportation organizations and individuals from the private sector, relevant Government Ministries and Agencies, Academics, Civil Society and other professionals with Corporate HQ in Abuja Nigeria
- ❑ We do Research, Human Resource Development, Networking, Consulting and Progress Tracking



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HOME

ABOUT US

EXPERTISE

BIKE SHARE

SUM COURSE

ACTIVITIES

RESOURCES

CONTACTS



Cycling & Walking

Training & Education

Intelligent Transport System

Public Transport

Transport Safety

Climate & Sustainability

**URBAN MOBILITY
AND SOCIO-ECONOMIC DEVELOPMENT**

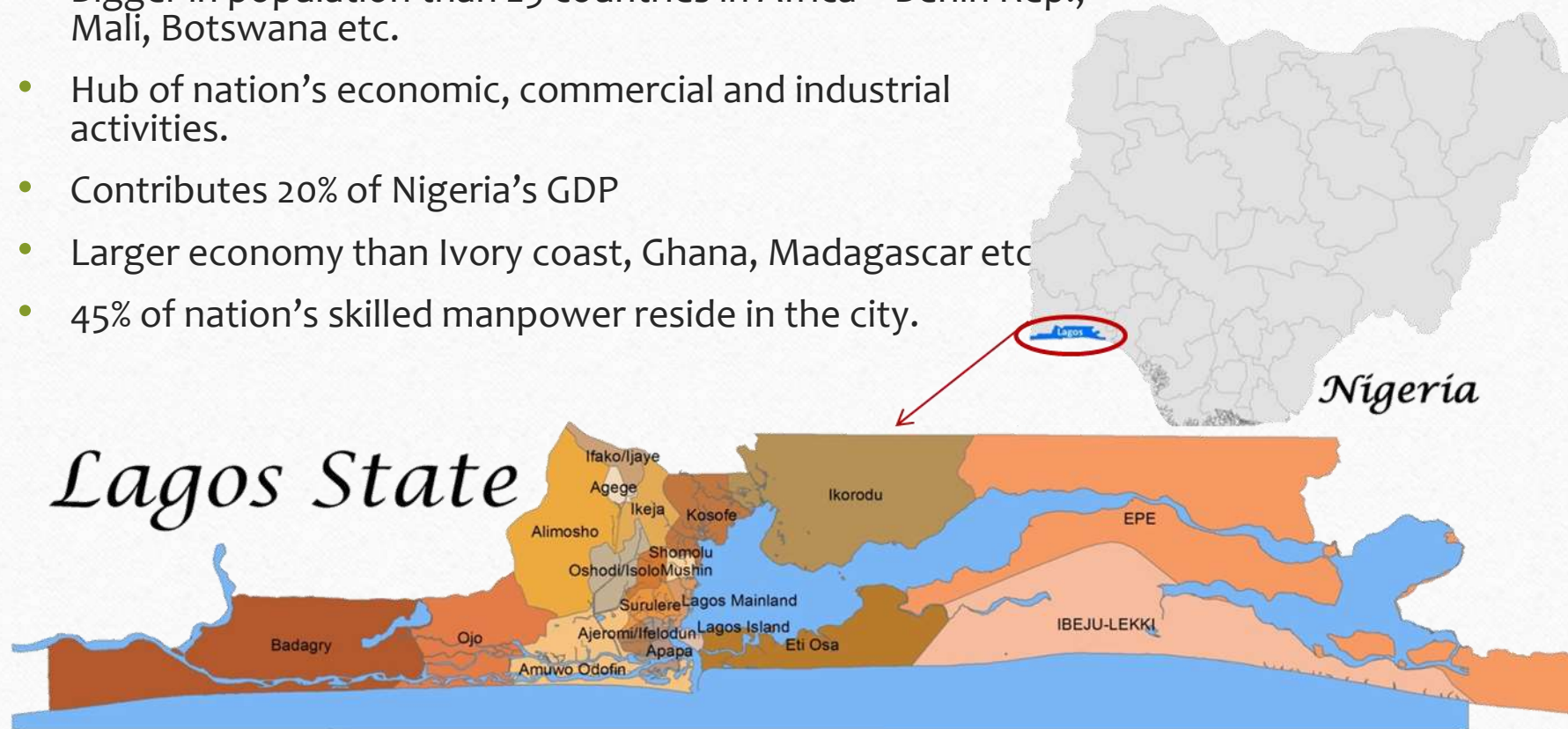
Activate Windows
Go to PC settings to activate Windows.

A Multi disciplinary Sustainable Urban Mobility Firm

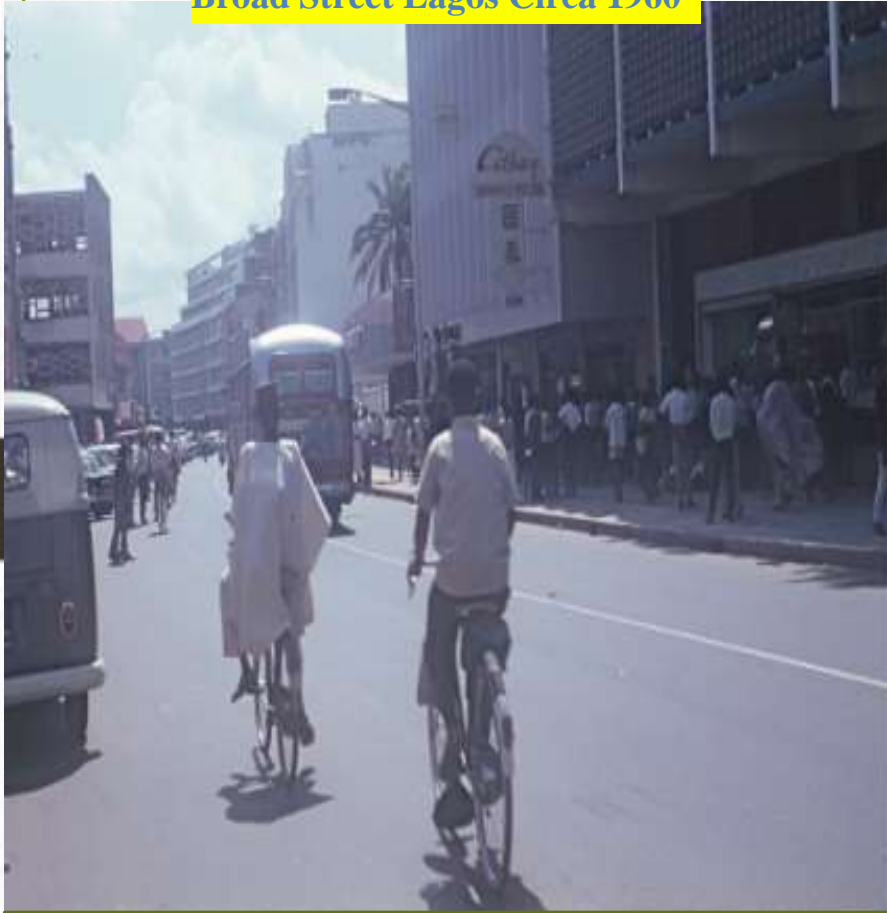
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Lagos, NIGERIA

- Lagos is the most populous city in Africa – 25 million inhabitants
- Bigger in population than 25 countries in Africa – Benin Rep., Mali, Botswana etc.
- Hub of nation's economic, commercial and industrial activities.
- Contributes 20% of Nigeria's GDP
- Larger economy than Ivory coast, Ghana, Madagascar etc
- 45% of nation's skilled manpower reside in the city.



Broad Street Lagos Circa 1960



Broad Street Lagos Circa 1967



Broad Street Lagos Circa 1980

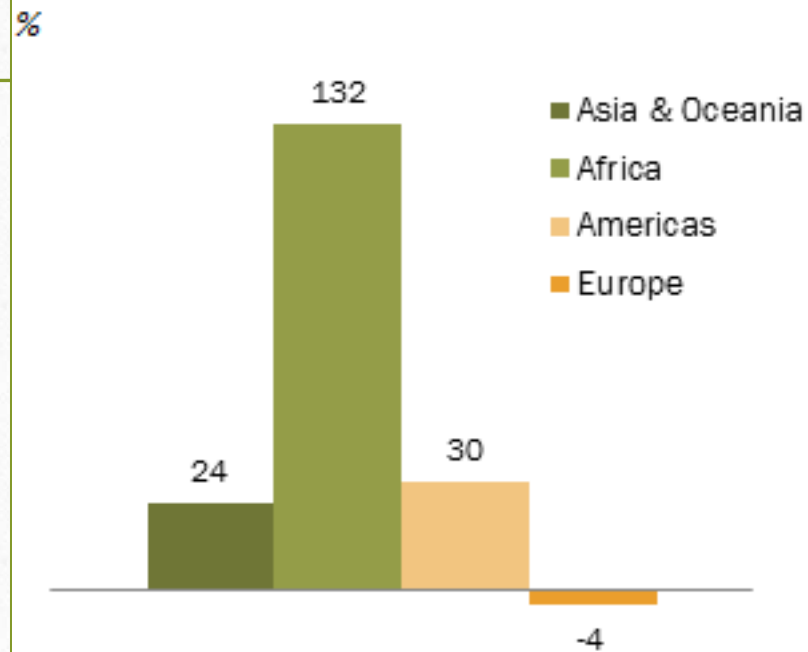


What Will Happen By 2050

Population Growth & Urbanization



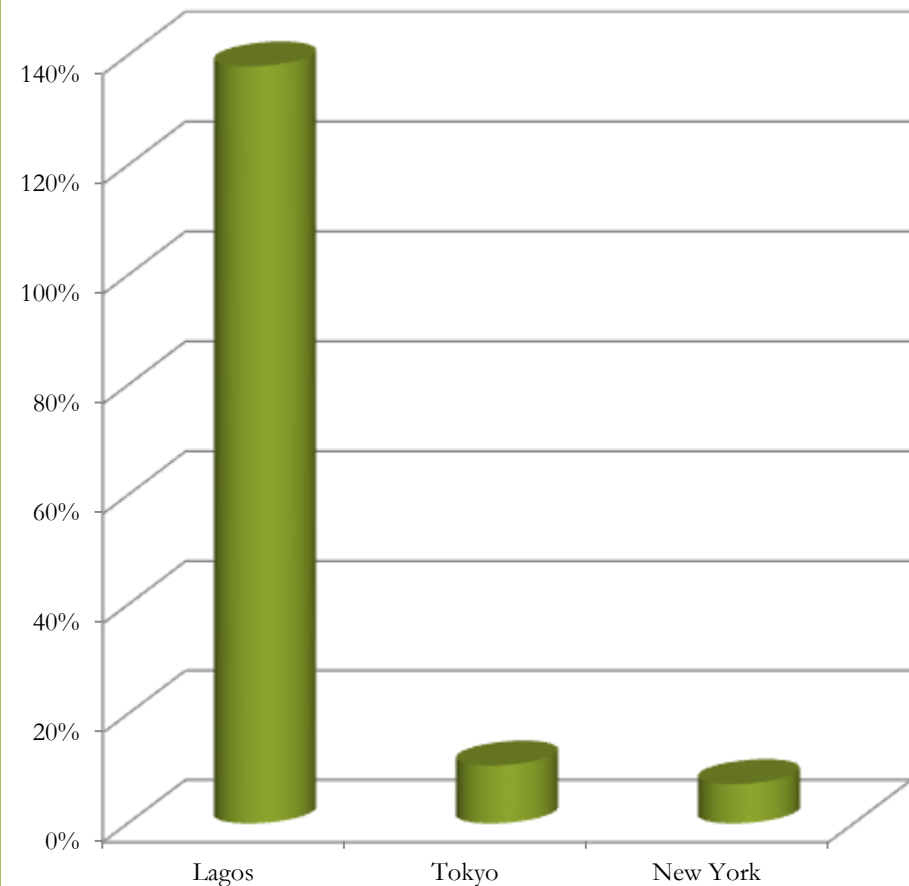
Estimated Change in Population, by Region, 2010 to 2050



Source: United Nations, Department of Economic and Social Affairs, *World Population Prospects: 2012 Revision*, June 2013, <http://esa.un.org/unpd/wpp/index.htm>

PEW RESEARCH CENTER

% Growth Between 1990 -2010



How Did we Get Here: The Journey to “Affluence”



Affluence



Big boy;
Bye to NMT



He is feeling funky



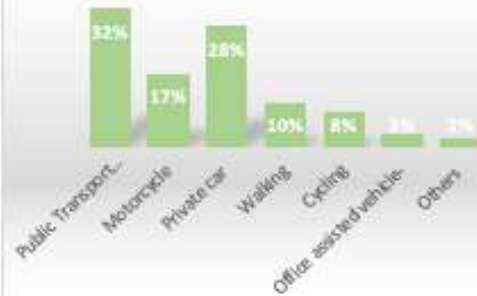
This is where most people started from,
they aim higher



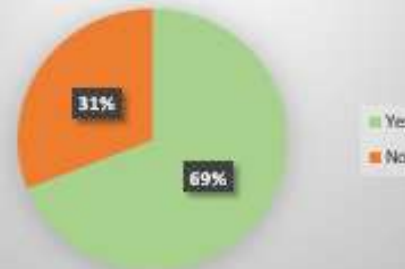


NIGERIA CYCLING FACTS

Mode split



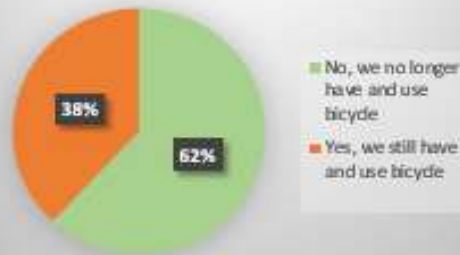
Respondents who have Bicycle in their Family Before now



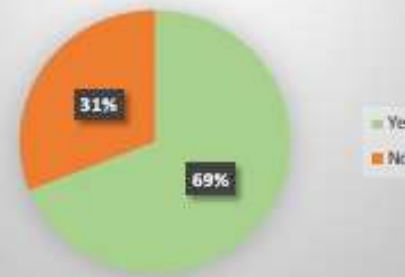
Of this 31% families who no longer have bicycle, why did they stop having and using bicycles?



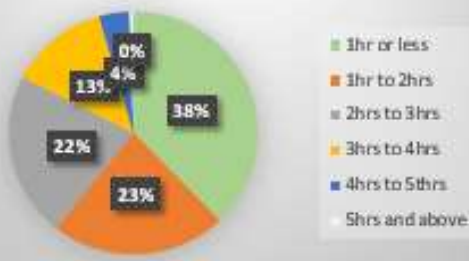
Of this 69% who had and used bicycles in their family, how many still have and are using bicycles



Respondents who have Bicycle in their Family Before now



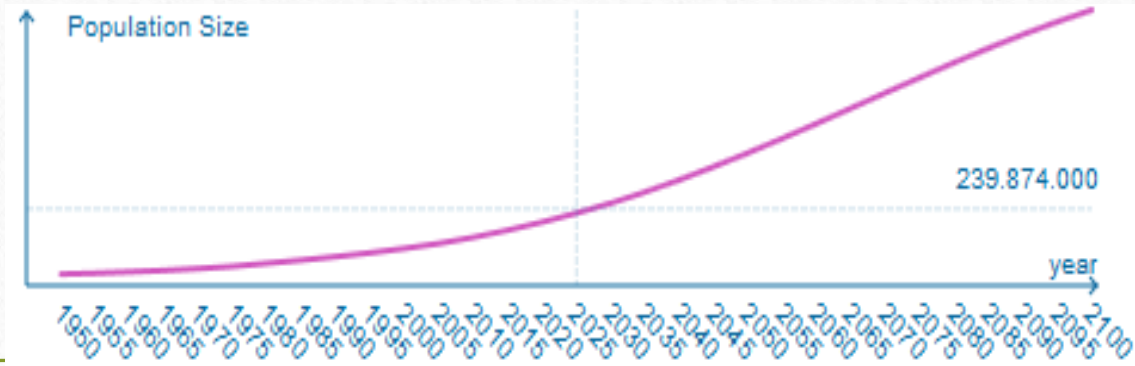
Hours Spent Stopped in Traffic each Day



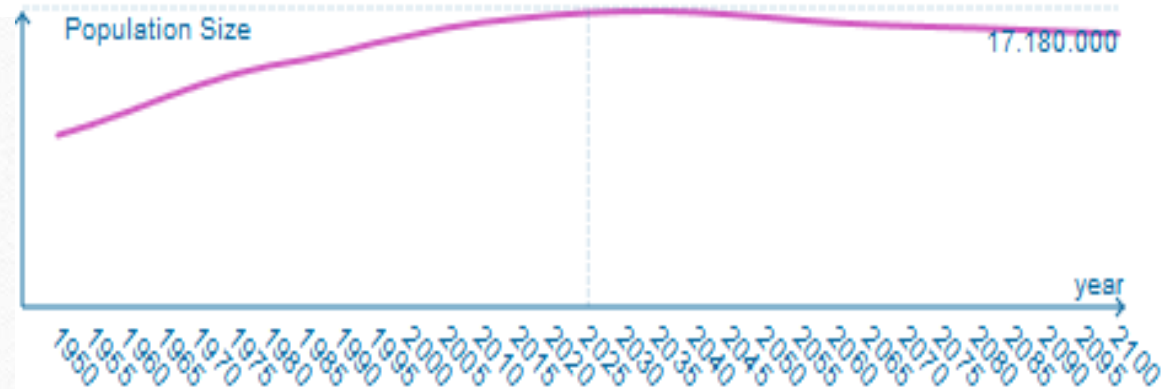
Bicycle use in Nigeria based on a survey carried out with administration of 10,000 questionnaires in 9 major State capitals of Nigeria. 6,670 questionnaire were answered and returned. The cities include Abuja, Lagos, Enugu, Ibadan, Oweri, Yola, Bauchi, Sokoto, Kano and Calabar. The Questionnaires were administered on workers from Government Offices, corporate sector, market men/ women and students. All respondents are middle and low income earners within their organization |

Note: A greater majority (71%) of those cycling to their offices are within the lowest income strata (Security guards, messengers, petty sellers of mini items without shops, mini cargo bikes, etc)

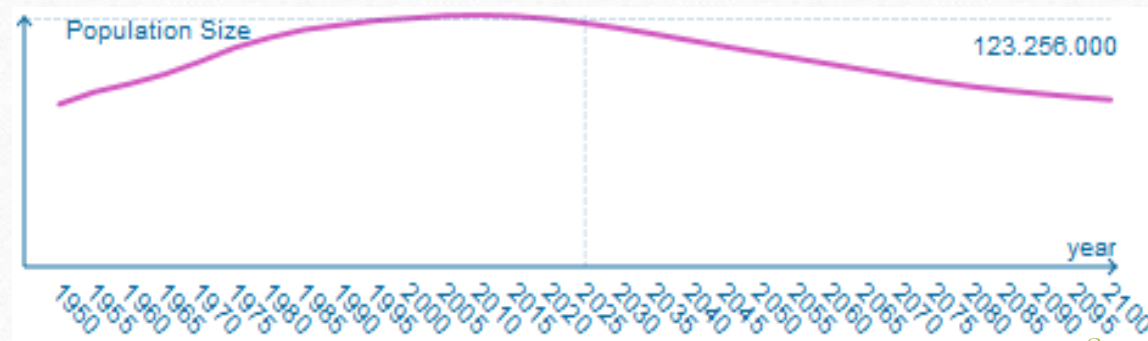
Nigeria



The Netherlands



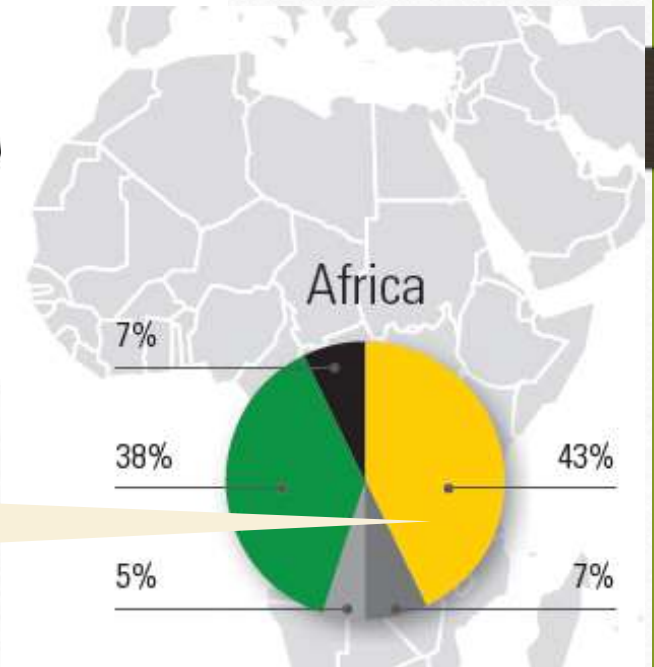
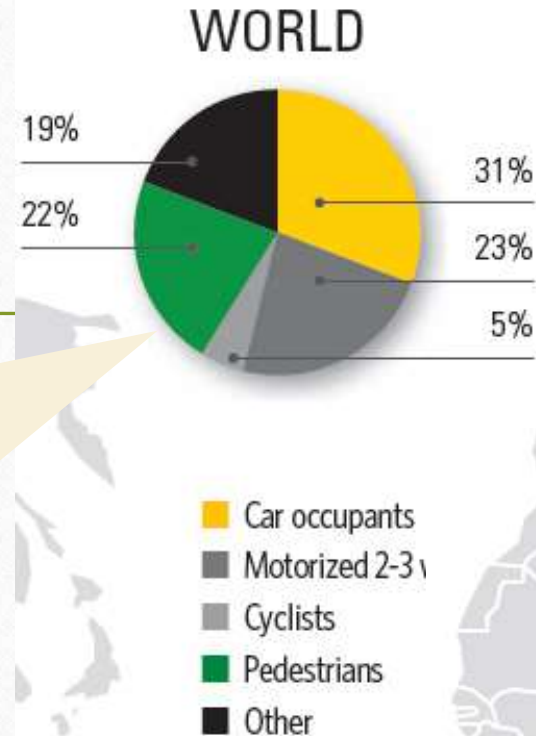
Japan



Road Crashes

Half of the world's road traffic deaths occur among Motorcyclists (23%), Pedestrians (22%), Cyclists (5%), 31% of deaths among Car occupants and the remaining 19% among unspecified road users.

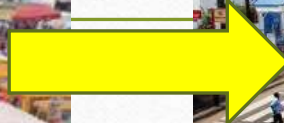
39% of all African road traffic deaths occur among Pedestrians (GSR RS15)



Lagos is making progress with public transport (BRT and Light Rail) but with little efforts on NMT



Buses 2001



BRT now



Stranded commuters



Integration ongoing



UN
environment



SHARE THE ROAD



ITDP

Lagos Non-Motorised Transport Policy

Empowering pedestrians and cyclists for a better city

Lagos Metropolitan Area Transport Authority
Lagos State Ministry of Transportation
United Nations Environment Programme
Institute for Transportation and Development Policy
June 2017

NMT Policy Goals

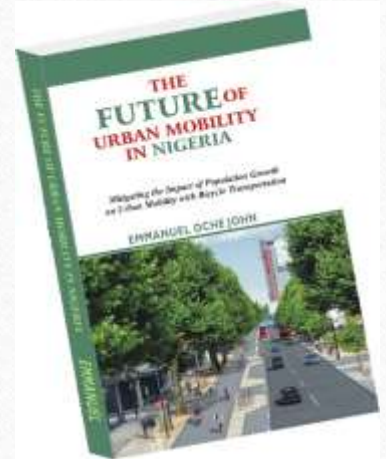
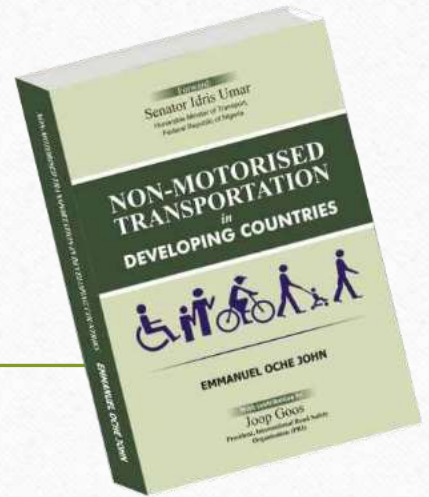
- Improved access and mobility for all residents
- Enhance pedestrian and cyclist accommodations in school areas
- Social and economic empowerment through the provision of improved low-cost mobility.
- Gender equity through the provision of NMT facilities that are safe for women to use.
- Reduced local and global environmental impact of Lagos's transport system through expanded use of zero pollution modes.

Capacity building



Lagos





Why Bike Share in Universities



One

Reorient Citizens

- by catching them young and as such build a new culture
- If the present decision makers won't the next will

Two

Remove the veil

- show that cycling and bike share is possible
- Deal with theft, fear of safety, parking facilities, etc

Three

Reform Mobility

- Start from the campus, take over the city
- Genuine cyclists are unrepentant

Survey

● 62% of Nigeria's Population are 24yrs and Below, over 50% of these are in the schools

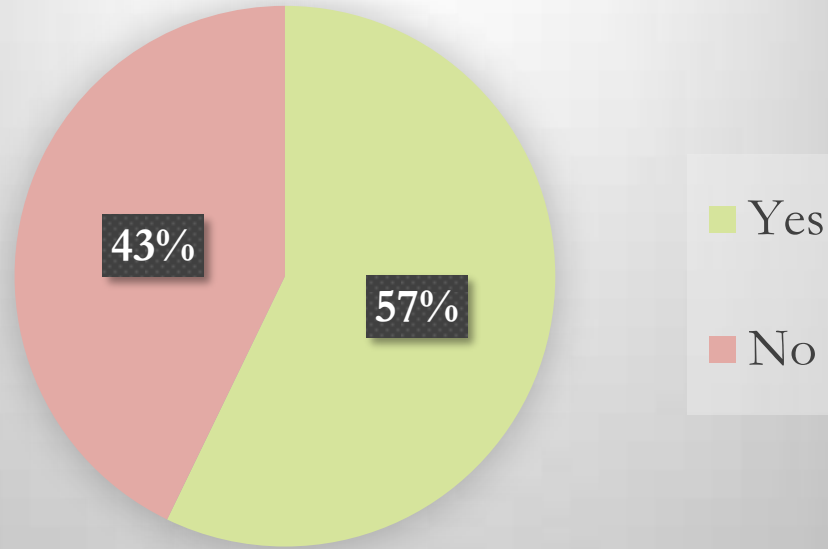
● Talking with 6 universities, had meetings and made presentations to 2, both gave express approval

● Feasibility completed in the two universities

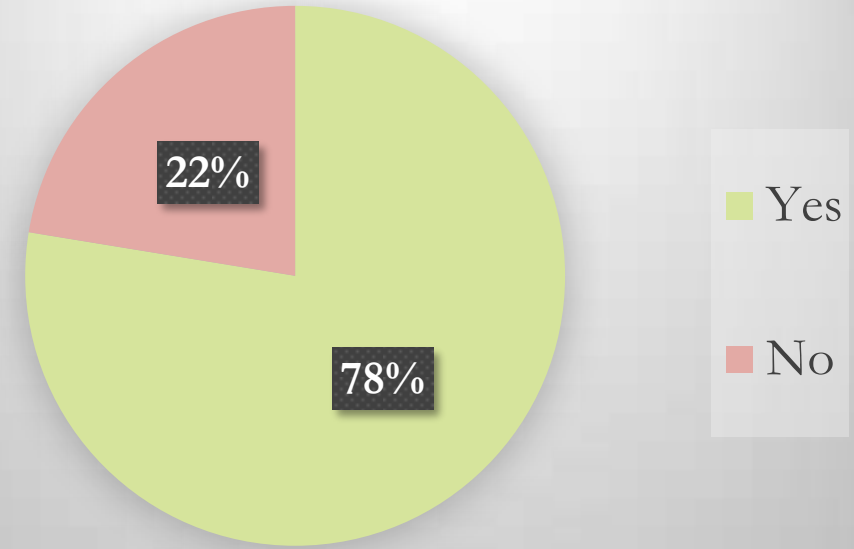
● Both have a student population of 26,000 and 37,000 respectively

Survey conducted in 2017

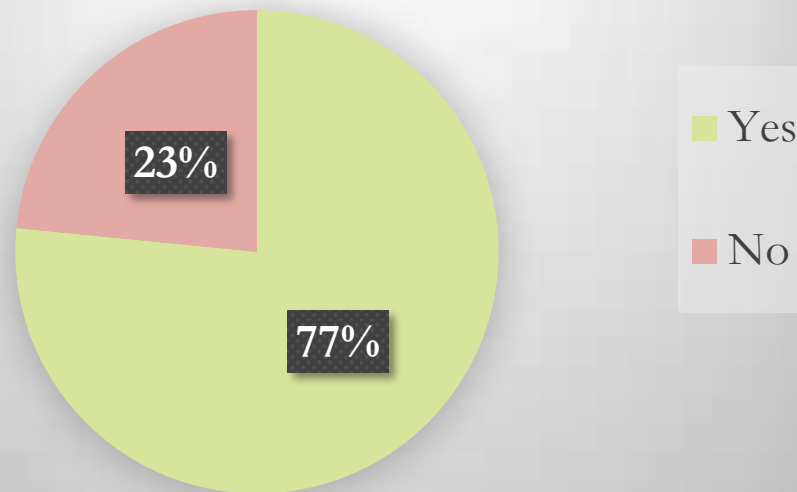
Do you know how to ride



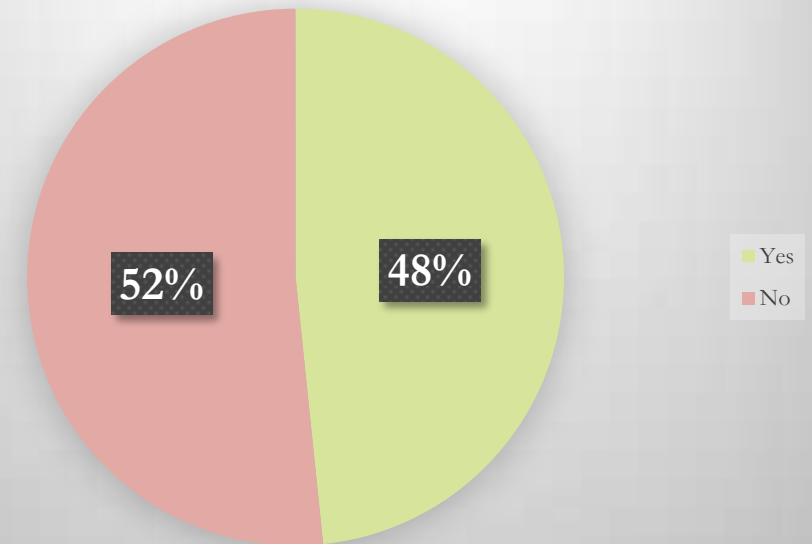
Do you like riding bicycle



Will bicycle be a solution to the campus mobility challenge



Are you ready to pay to ride



What are we Doing?



- 500 bikes per university
 - Starting with 200 in first year, add 200 second year and 100 third year
-
- 10 dockless stations per university, expandable based on which university
 - 5 different kinds of payment plans
 - Fully automated, GPS tracked, mobile app
 - Branded design and colour restricted to the campus only
 - Scan barcode on the bicycle to unlock and drop off at any of the stations
 - School restricting car movements
 - Capable of recovering its capital within the 1st three years
 - Start in Universities, go to enclosed estates, then take the city



THE MESSAGE



The world exist for
people, so are
cities, not for cars



MY EXPECTATION

- Opportunity to further network with African Experts
- Sustainable Urban Mobility Course
- Sustainable Urban Mobility Policy for secondary cities
- University bike share



THANK YOU FOR LISTENING



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