

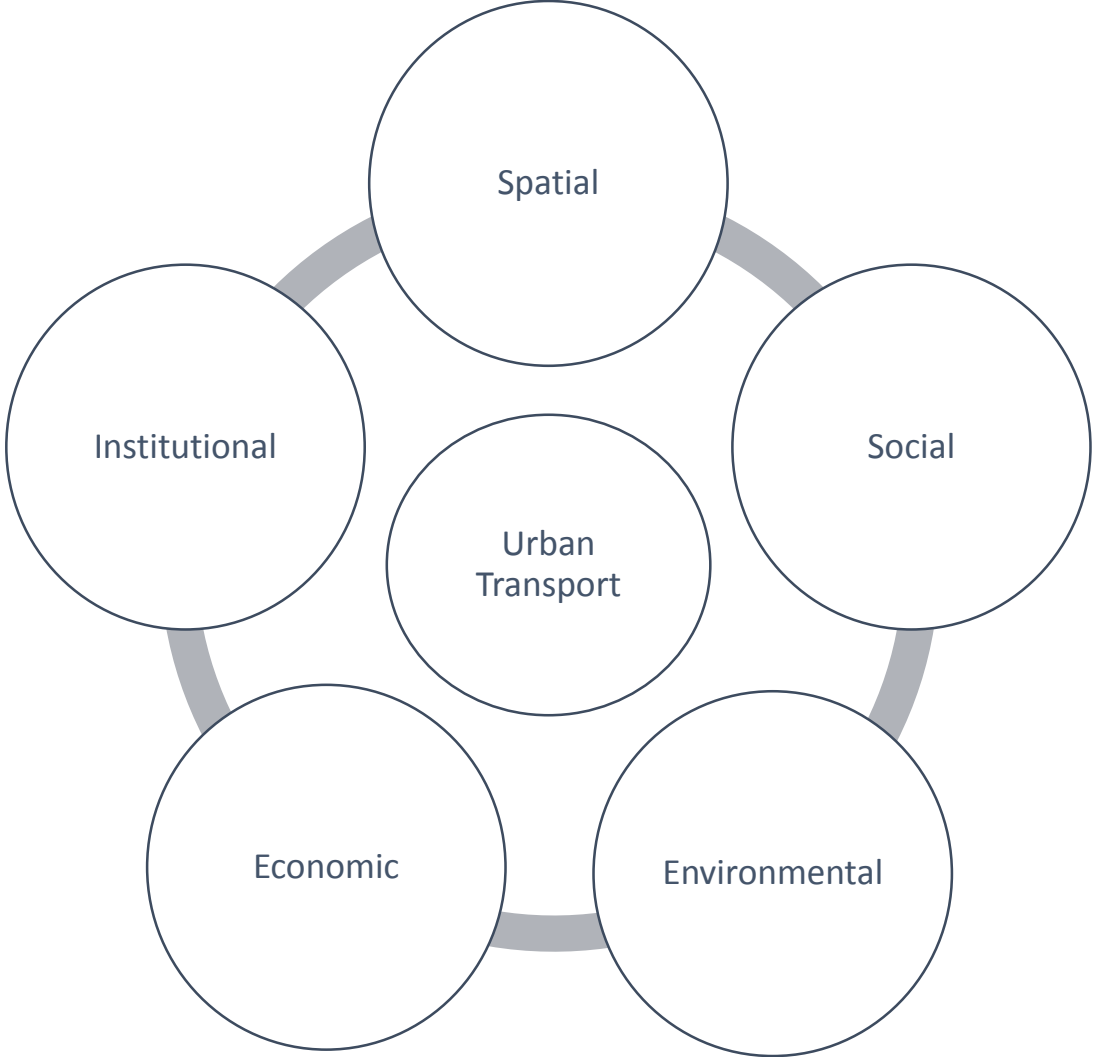
Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities

Urban transport in Nigeria

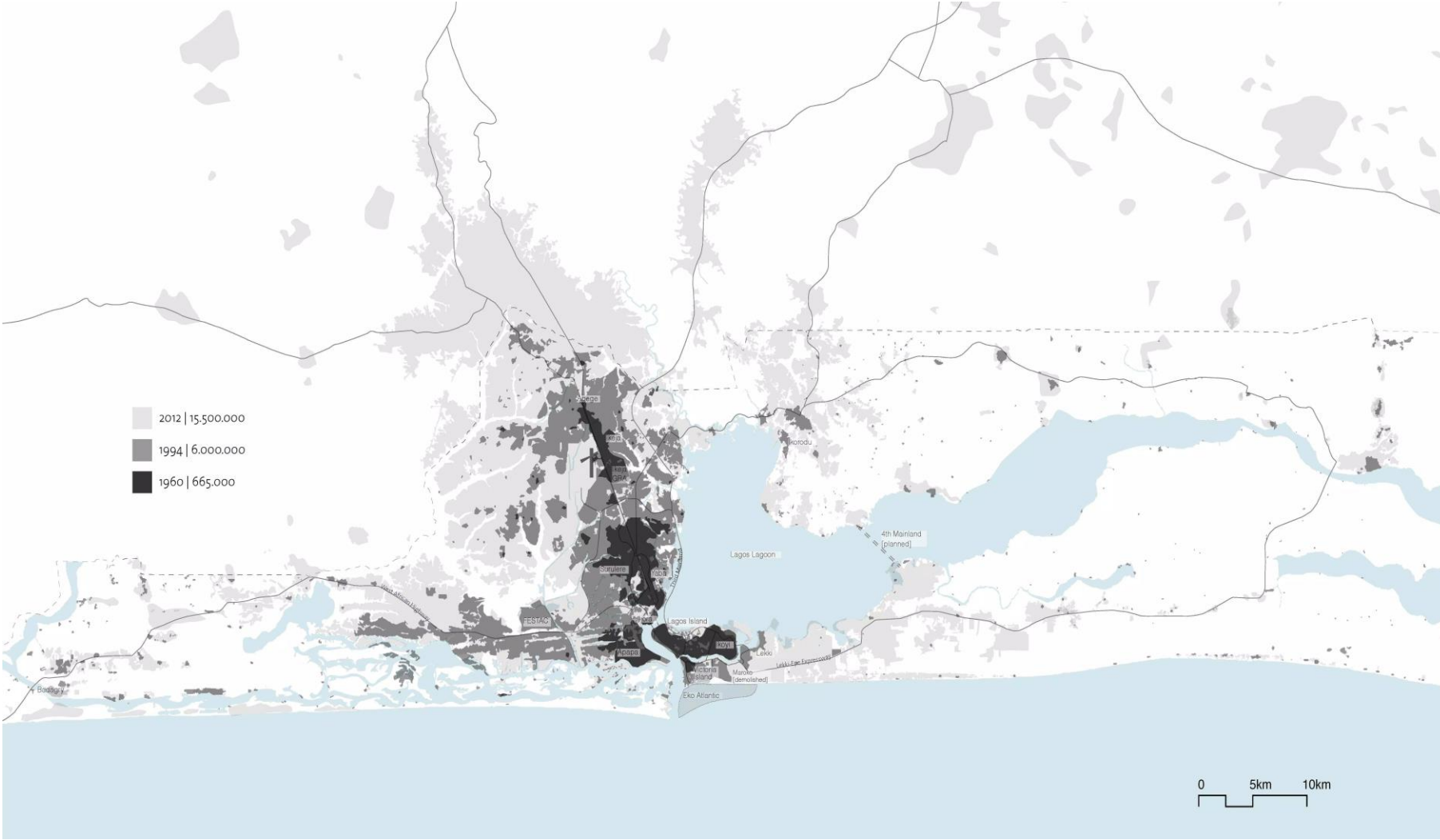
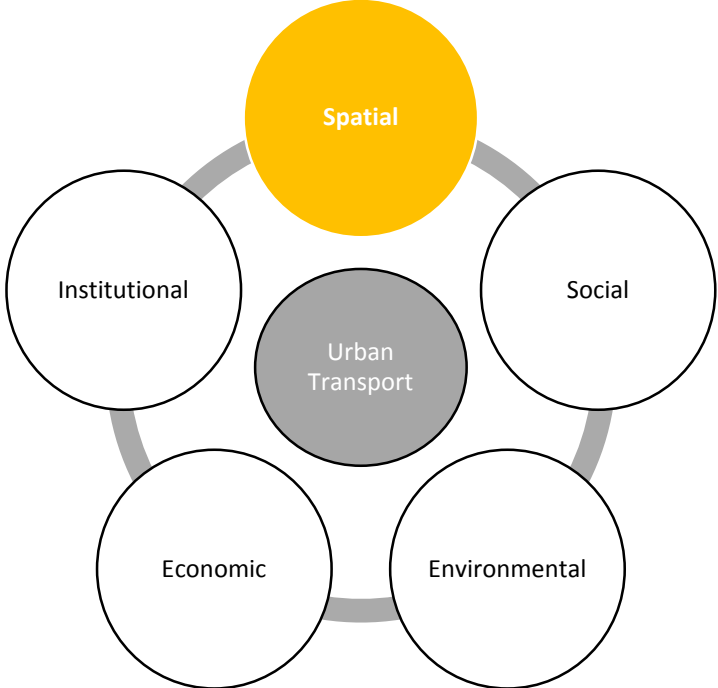
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Dimensions of urban transport

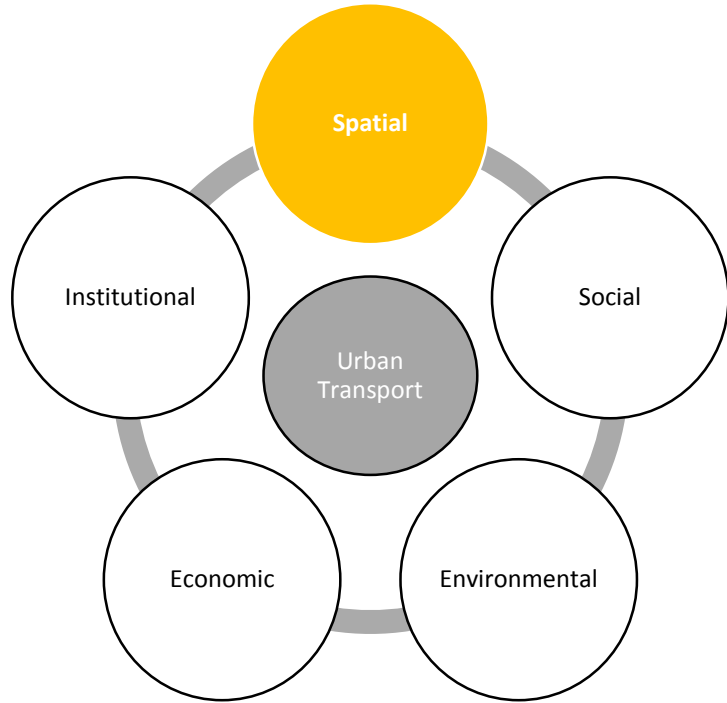


Examples of urban transport in Nigeria



Source: Sustainable cities collective, 2015

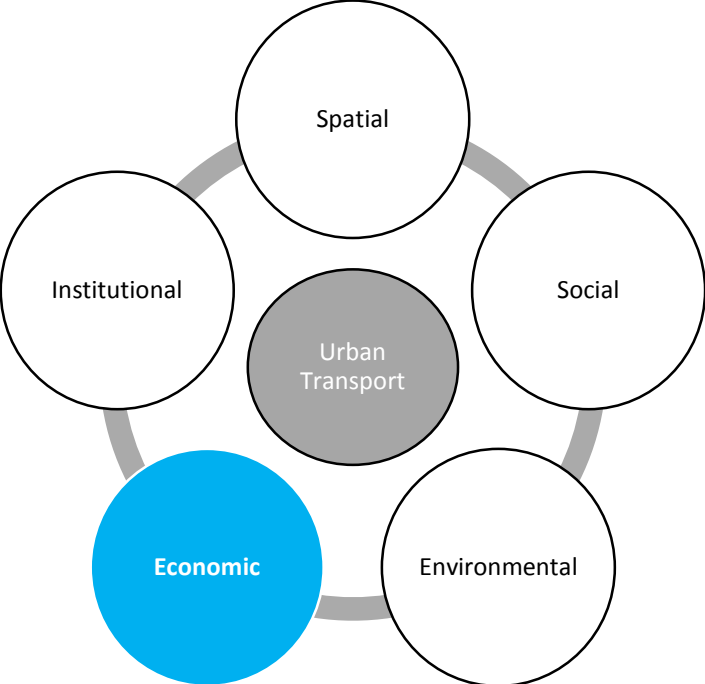
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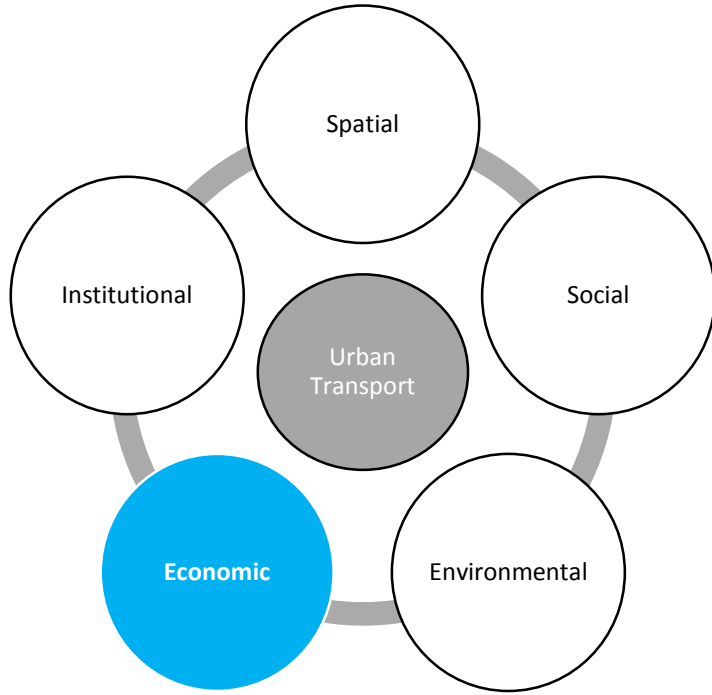
Increasing travel distances for accessing income-generating and other life-shaping opportunities and larger dependency from motorised transport:

- Commuting distance in Akure, Capital of Ondo State, increased from 13 km in 1996 to 19 km in 2006
- In Lagos between 1970 and 1995 average commuting distance went from 20 km to 35 km
- In Kaduna it increased from 6 to 10 km in the same period.

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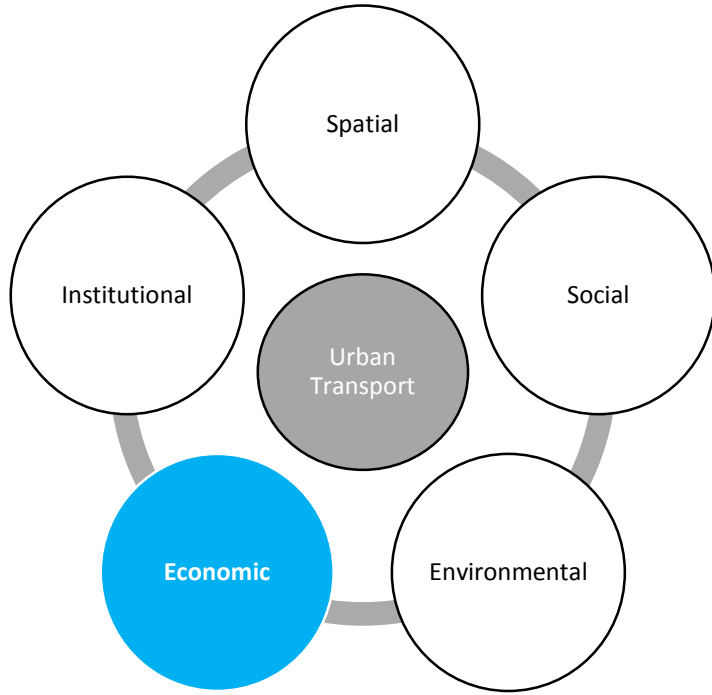


Examples of urban transport in Nigeria



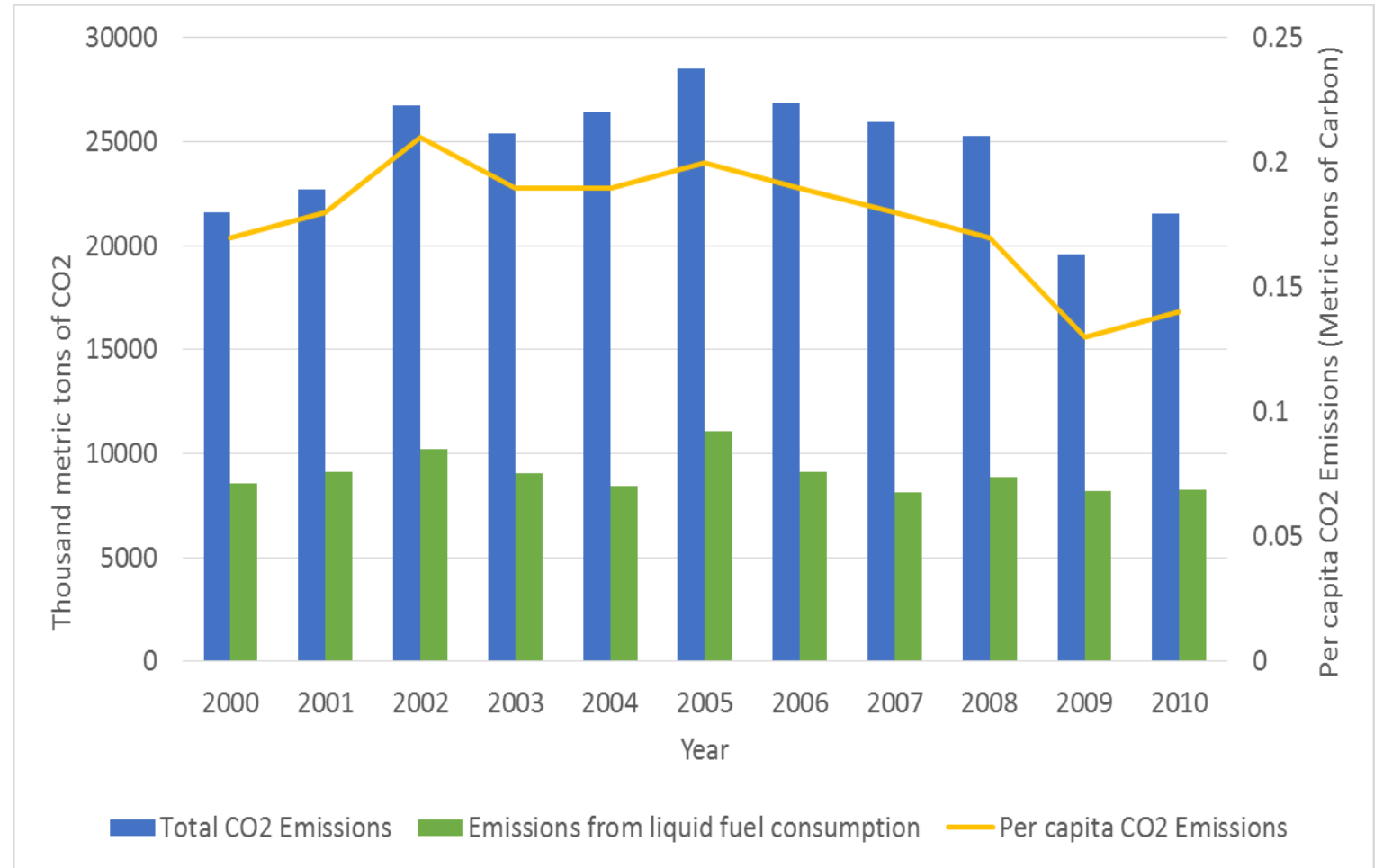
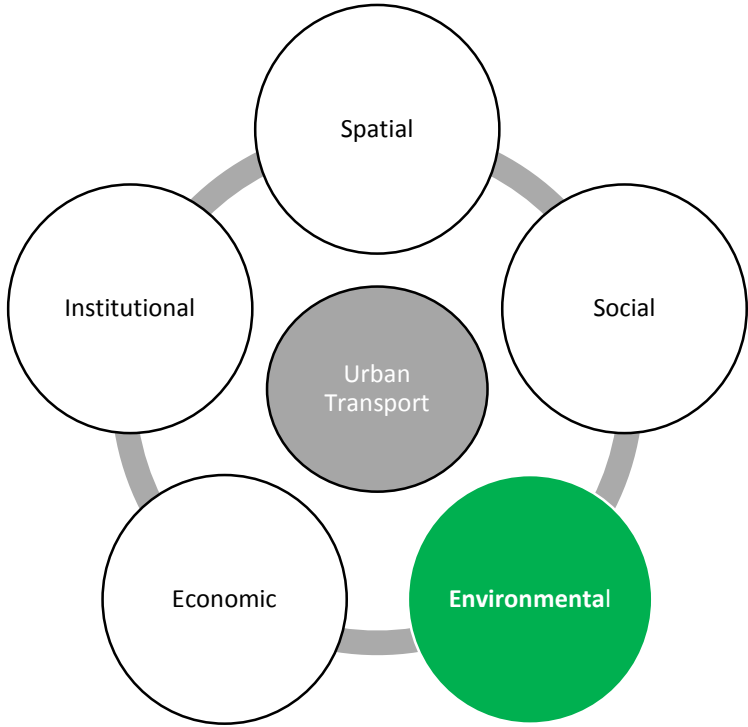
- Transport received the largest share of overall public capital expenditure in comparison with other sectors in the first three National Development Plans.
- Most of this expenditure was centred on the national road network, allocating more than 25% to road transport, while investment in rail and other transport sectors suffered a sharp decline
- By 2006, due to lack of investment in road maintenance, only 15% of the 193,200 km of roads in the country were paved
- Rail passengers in Nigeria decreased from 14 million in 1980 to less than 1 million in 2005, while rail freight went from 3 million tonnes to less than 500,000 tonnes during the same period.
- Between 2000 and 2004 the number of motor vehicles increased from 1.3 million to 2.2 million, representing an annual growth of about 17%

Examples of urban transport in Nigeria



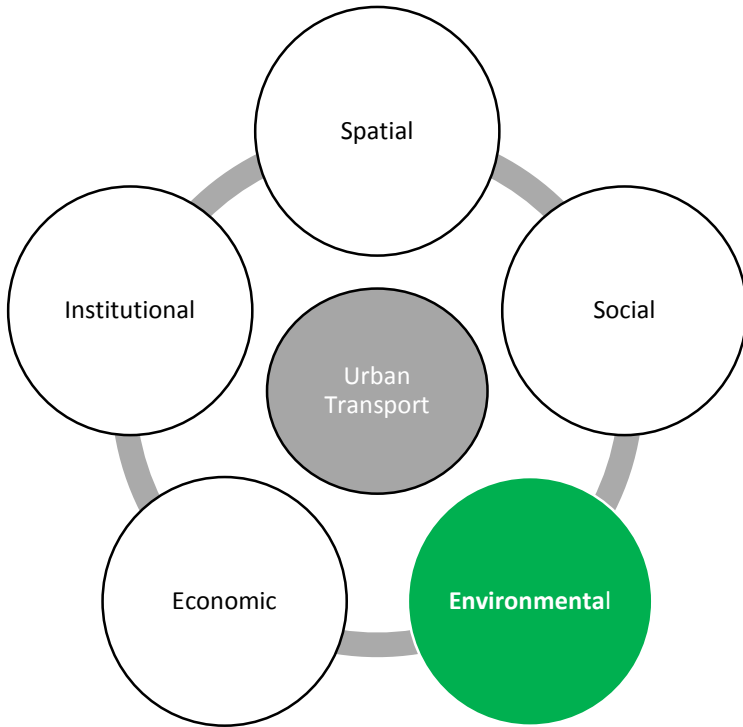
- Used buses and cars were purchased in large numbers by the private sector and through the annual subventions of Federal Urban Mass Transport and Government parastatals
- Low-cost bicycles and motorised two-wheelers were imported from China and India seeking to improve access in remote off-road areas.
- De-regulation of public transport led to rapid increase in fares for public transport
- In Lagos the fares for collective taxis (Danfoes) can rise in periods of heavy rain or lower demand → all the risk and additional costs are transferred to the user

Examples of urban transport in Nigeria



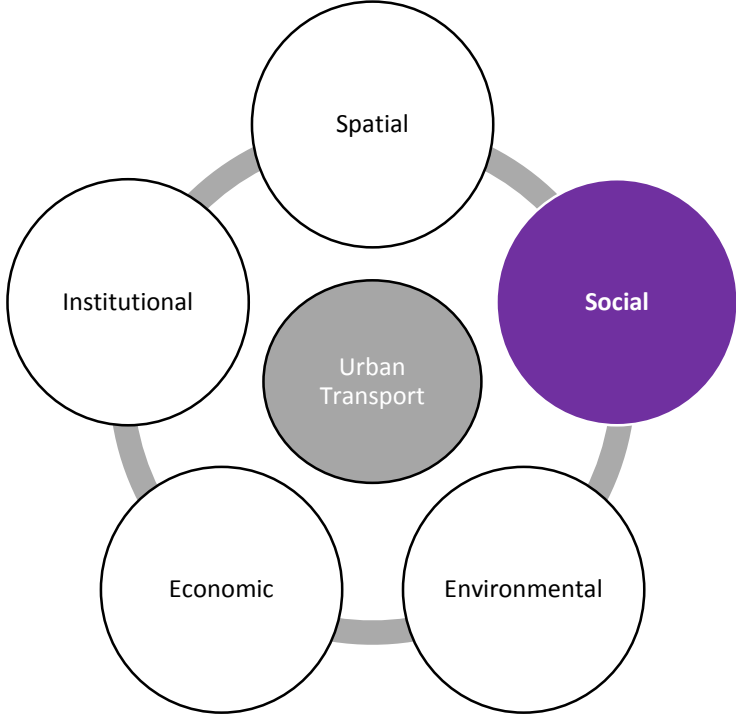
Source: Own elaboration based on data from the CDIAC (2015)

Examples of urban transport in Nigeria

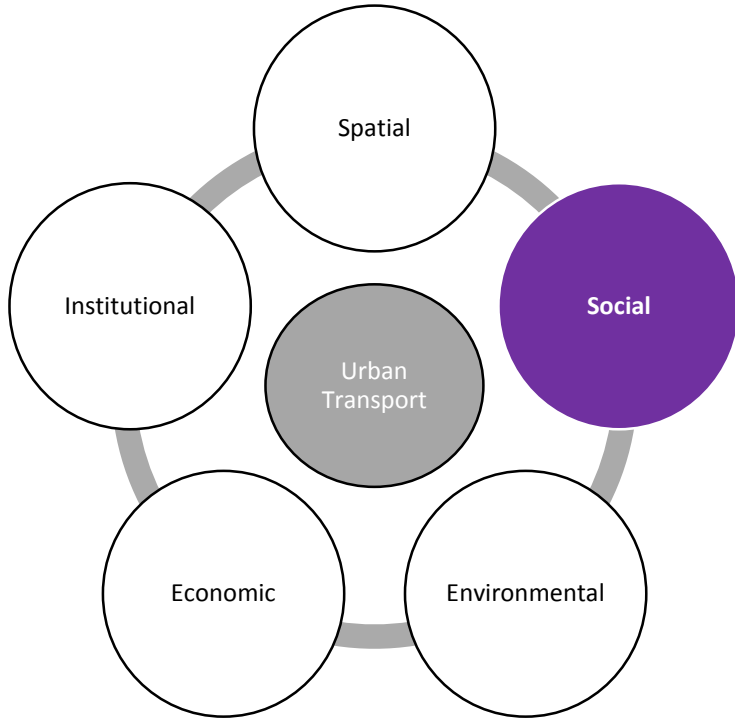


- By 2008, transport represented 80% of consumption of petroleum products
- Nigeria is the second producer of carbon dioxide in Sub-Saharan Africa
- According to data from the International Energy Agency (2014), transport accounts for 45% of total CO2 emissions in the country.

Examples of urban transport in Nigeria

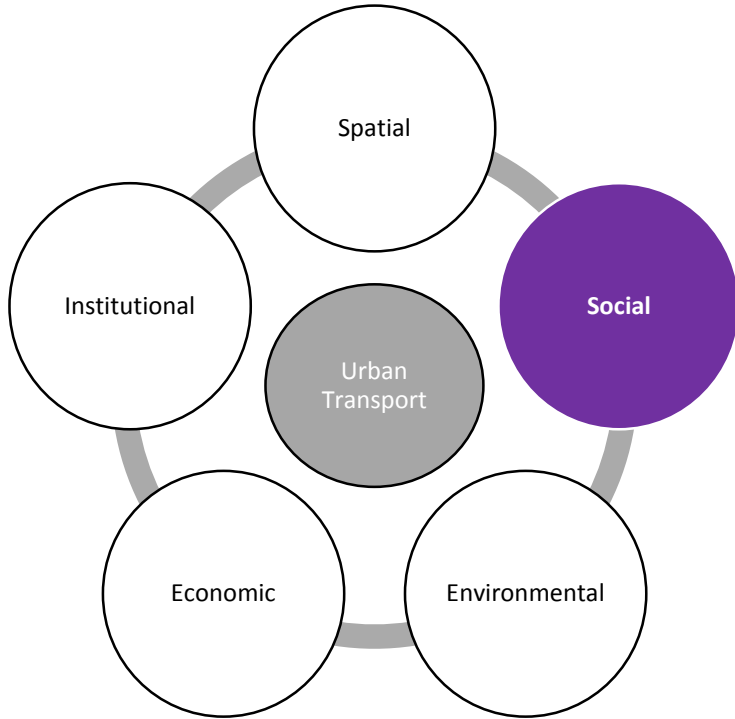


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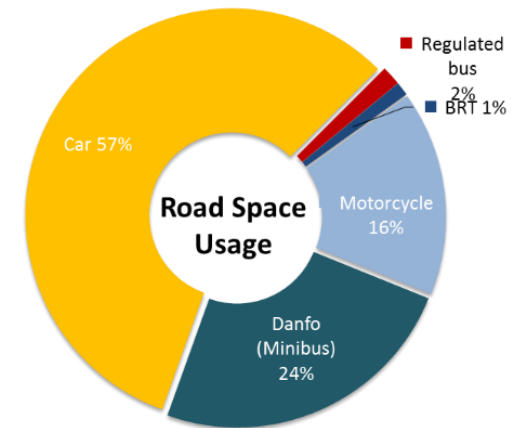
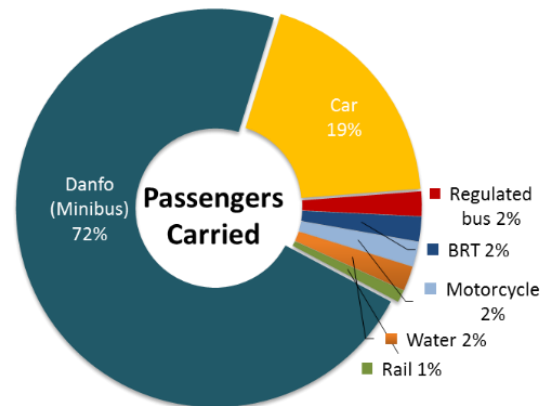


- 18,387 cases of road accidents in average per year between 2003 and 2007 with an average number of fatalities of 8,672 per year
- Higher number of female passengers than male passengers involved in three or more accidents per year.
- Dangers associated to the customary sitting position of women on motorcycles, which increases the risk of falling during turns and speeding.
- This can be linked with increases in child road fatalities, as women tend to travel while carrying infants despite risks of using motorcycle taxis and rickshaws
- Vulnerability to road casualties is worsened by generalised absence of pedestrian and cyclist facilities, and indiscriminate on-road parking

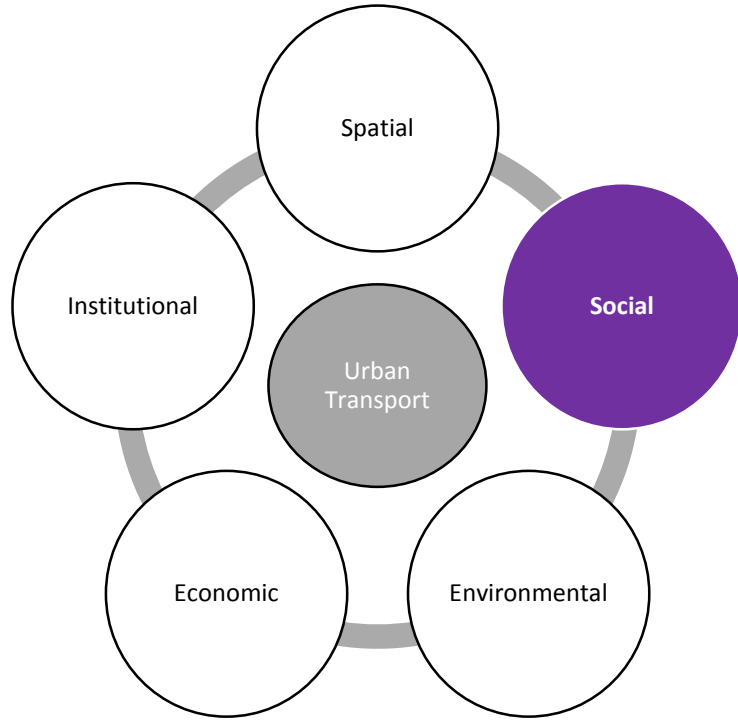
Examples of urban transport in Nigeria



- In Kaura Namoda, Zamfara state, motorcycle-based transport accounted for 80% of daily displacements in the 1990s, and about 50% in 2001 (Umoh & Alaka, 2001).
- Similar figures are identified for Auchi, Edo State (Al-Hasan et al., 2014). These numbers contrast with a large portion of daily mobility conducted on foot.
- In Ibadan, capital of Oyo state, walking represents nearly 30% of the modal split, similar to the percentage of the demand covered by buses (Ipengbemi, 2010).

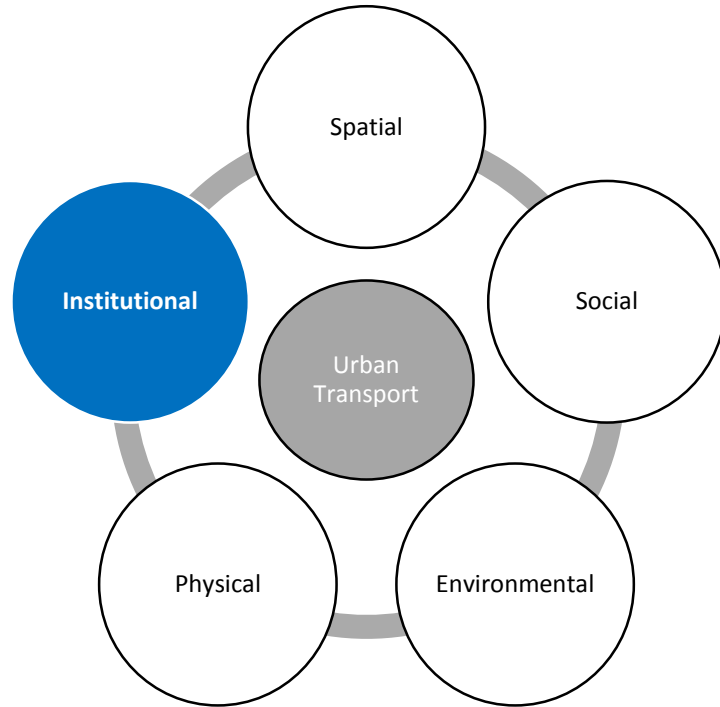


Examples of urban transport in Nigeria



- Uneven distribution of access to adequate transport alternatives has led to limited access to opportunities and social interaction.
- Low-income communities in Nigeria are more vulnerable to respiratory diseases associated with air pollution.
- The largest share of road fatalities is concentrated in low-income neighbourhoods.

Examples of urban transport in Nigeria



- Urban transport in Nigeria is largely governed by market forces, leading to a very weak set of institutions and a system dominated by informality.
- Large number of agents involved in the process of transport provision constrains integration between modes and gives disproportionate power to unions of transport providers.
- This limits considerably representation and the ability of most Nigerians to influence the transport planning process in many cities.
- Facing these challenges, Nigeria's 2010 National Transport Policy (NTP) aims to transform urban public transport operations
- This reform includes structural changes in the infrastructure and institutional frameworks for delivery of public transport services.
- The NTP aims to create Municipal Transport Agencies, responsible of regulation, planning, design and maintenance of urban transport infrastructure facilities and services following the example of Lagos' LAMATA