

ABOUT INTALINC

Our mission is to provide the evidence to ensure that *every human being has a basic right to affordable, safe, clean and reliable mobility resources, with a particular focus on meeting the needs of low-income populations and excluded communities.*

Since January 2017, the International Network for Transport and Accessibility in Low Income Communities (INTALInC) has worked to build collaborative, cross disciplinary partnerships in eight African and Asian cities. Cape Coast in Ghana is one of our case study partners.

The main aim of these collaborations is to develop a better understanding of issues impacting on mobility and accessibility in Global South cities, with a specific focus on the needs of the residents of low-income settlements and especially for vulnerable population groups, such as children, women, older and disabled people.

RESEARCH RATIONALE

- Transport is a key component of economic, environmental and social wellbeing, and increasingly so within the context of developing cities
- Due to a fundamental lack of access to transport services and resources, low income populations are often excluded from key, life-supporting activities, such as education, work, healthcare, social networking and leisure
- Where new transport systems are introduced, they do not take account of the needs and financial circumstances of the poorest citizens, and can worsen rather than improve their current travel conditions
- Little attention is given to transport poverty within the social welfare policies of developing nations, so that its consequences for social development are not adequately considered in the planning of cities or provision of public services

STUDY TOUR

Workshop participants spent half a day visiting the floating slum community of Makako, which is located in the centre of the city close to the fish market and other local amenities. We took a guided boat trip through the settlement, which is entirely on stilts, in the locally constructed gondolas. We also met with the community leaders who told us that what the community most lacks is a local primary health care centre.

LAGOS STUDY CONTEXT

Lagos is the sixth largest city in the world, and one of the most rapidly urbanizing agglomerations in Africa. It has a population between 12.5 and 15 million and an annual growth rate of nearly six per cent. Lagos' status as Nigeria's main economic, commercial and industrial hub makes it an attractive destination for economic in-migrants.

Conditions of acute poverty and rising urbanisation in Nigeria have generated an increased demand for transport services and infrastructure and impose challenges for the country's under-developing urban transport systems. Lagos is also marked by a complex governance and administrative structure: there is no single administrative unit covering the entire metropolitan area. Nearly 66 per cent of Nigeria's the urban population is dwelling in slums, which translates into problems of accessibility, affordability and insufficiency of transport and accessibility options for its most vulnerable populations. The dynamics of economic and urban growth have resulted in increasing travel distances for accessing income-generating and other 'life chance' opportunities, as well as a greater dependency on motorised transport throughout the country. Larger commuting distances affect individual and collective mobility particularly for low-income communities in a context marked by lack of road infrastructure and disorganised provision of public transport services.

WORKSHOP OBJECTIVES

- To specifically focus on the transport and accessibility needs and concerns of people living in informal and slum settlements within the City of Lagos;
- To directly involve transport operators and policymakers in the discussion of the travel needs of these populations and potential solutions for addressing them.
- To engage with health professionals as one aspect of these discussions, in order to identify the extent to which the health sector considers physical access to healthcare services in its decision processes.
- To arrange a study with researchers and students visit to a local slum settlement in order to gain direct experience of local people's circumstances and environmental conditions.

INTALInC's research in Nigeria was coordinated by Lagos State University and University College, London



WORKSHOP PARTICIPANTS

The INTALInC workshop in Lagos was attended by 40 academics, policy makers, NGO representatives, and transport and healthcare practitioners. Over the course of two days, participants contributed to discussions with local and international stakeholders, conducted participatory fieldwork in an informal, riverine settlement in central Lagos, and listened to academic and stakeholder presentations.

Participants included:

- Local researchers and students from Lagos State University; the Federal University of Technology, Owerri; the University of Lagos; and the University of Ilorin.
- Researchers from the five UK Universities in the INTALInC partnership – Leeds, Durham, Oxford, Manchester, UCL
- Partners from overseas universities – University of Asia Pacific, Bangladesh; Cape Coast University, Ghana; University of Makerere, Uganda
- The Ministry of Physical Planning and Ogun State Government.
- Directors from LAGOS Ferries; LAGBUS; LASWA Danfos (minibuses); LAMATA
- Representatives from non-government organizations (NGOs) - Transafe 360; Global Initiative; Lagos Traffic Radio;
- A representative of the Community Health Office, Ojo Local Government

KEY FINDINGS

- People in Makoko have few problems with transport within their own settlement. They can go everywhere in their community by boat or using the floating pontoons and bridges connecting them to their neighbours.
- They have access to some local facilities on the water including a small primary school, several churches and floating shops, and the settlement is adjacent to the market where residents trade the fish they catch in the river. In this way, their mobility and accessibility strategies are highly innovative, resilient and resourceful.
- Community leaders identified a lack of access to healthcare facilities and clinics, and many older children must also attend school onshore in nearby settlements due to a lack of places in the floating school.
- Travelling outside their community, we were told that Makoko's residents experience the same transport problems as everyone else in the City of Lagos:
- More than 22 million trips are made per day, 40 per cent of these are on foot under dangerous conditions and using poor walking infrastructures;
- Seventy-two per cent of all public transit trips are supplied by yellow *Danfo* minibuses, many of which are old and dilapidated. There is also severe congestion on most routes through the city, which makes journeys slow and uncomfortable on the overcrowded buses.
- The continuation of the Makoko community is under serious threat because of city-centre development and plans to resettle its more than 71,000 residents 100 kilometres upriver. This will disrupt local livelihoods and social networks significantly but could also be an economic problem for formal residents who rely on Makoko's fish industry for food and trade.

Link to full report: <https://intalinc.leeds.ac.uk/media/africa/>



FUTURE ACTIONS

For research	Research is needed to disentangle the multiple layers that underpin the political economy of informal communities in Lagos in order to expose their full economic contribution to the city, which is currently being under-valued in the chase towards the Smart Cities agenda • Locally-based case studies and audits of the travel behaviours and accessibility needs and concerns of different population segments should be conducted. Make use of comparative international case studies and parallel analysis from other places to identify potential policy solutions, for example, successful floating communities in other countries
For policy	Lack of empirical evidence means that it is difficult to understand the complex social interactions of people living in informal settlements (such as Makoko) with mainstream activities including work, trade, schooling and healthcare. This evaluation is needed <i>before</i> irreversible interventions and resettlement decisions are made • The transport, mobility and accessibility needs and concerns of all low-income communities needs to be raised as part of the planning and development process within Lagos. Many communities are underserved, and people cannot easily access markets and other important destinations in the city. There is concern that this situation may worsen with the planned yellow <i>Danfo</i> bus upgrades • There should be much greater involvement of local community representatives and frontline support agencies in the research design and coproduction of research outputs. The public health sector should also be brought into discussions concerning the lack of access to primary healthcare services within informal settlements