

Mobility Discussion Paper

Problem Statements

- In 2015, 85 percent of the daily passenger traffic on inner community roads were done by walking and by the informal and semi-formal modes of motorcycles, tricycles and minibuses. The formalized public transport system with higher passenger capacity buses were responsible for only 1.5 percent of the daily road trips while private vehicular traffic accounts for 11 percent (table 2.5, Urban Planning Processes in Lagos 2018).
- Although individual car traffic only plays a minor role for the overall population in commuting within and outside Lagos, the design and financial investment into the transportation network has been clearly shaped to respond to individual car traffic needs while pushing back the major transportation modes (e.g. the Non Motorised Transport Policy does not have a place (yet) in the recently presented draft Lagos Transport Policy).
- The inner city roads are in bad conditions because of poor drainage, infrastructural and public space development and the lack of technical and financial capacities of local governments which are statutorily responsible for construction and maintenance of inner city, community roads (See more on page 55-57, Urban Planning Processes in Lagos 2018).
- Rail and water transport are certainly grossly under-utilised for movement of people and goods but there is a huge lack of financial and human resources to make these modes efficient at short notice.
- On the other side, pedestrians and cyclists are overlooked; though these modes of transport could help curb congestion and pollution immediately with low cost intervention strategies.
- In the current socially discriminatory state of our transport system in Lagos, transport disadvantaged group are constantly exposed to dangers and discomfort.

Actions to tap into strengths of informal transport sector and increase their efficiency and capacities

1. The Bus Reform Project undertaken by the Lagos Metropolitan Area Transport Authority (LAMATA) has to integrate the informal buses (Box 2.17 Urban Planning Processes in Lagos 2018); in areas where reduction of informal buses becomes necessary when supply outweighs demand, relevant trainings and reorientation should be given to informal drivers, operators and conductors through the expansion of the transport fund in partnership with Lagos State Ministry of Employment & Wealth Creation.
2. To ensure effective inclusion of the informal bus system, Ministry of Transport introduces and enforces through the Vehicle Inspection Services rules and regulations guiding the type, age, make and maintenance of vehicles being used for public transportation. It sets stringent standards for vehicle maintenance, carriage capacities and, in cooperation with the Ministry of Environment, for air and noise emissions contributing to the fulfillment of Nigeria's committed IDCs. Though the Lagos State Traffic Law 2012 mentions rules and regulation to ensure commercial vehicles follow standards and are regulated to improved quality service delivery,

efficiency, safety and security (Reg. 36 - 41, Lagos State Traffic Law 2012), the law needs to be amended or a policy created that specifically closes the gaps mentioned above. (Box 2.25 Urban Planning Processes in Lagos 2018).

3. The Ministry of Transport “de-politicizes” its relationships with transport “unions” which would help the unions to democratize their structures, and it introduces transparent dialogue processes to make information accessible to all union members, not only their management, on time. Transparent rules governing such unions ensure that their leaders adhere to all rules and regulations or can be adequately sanctioned by members.
4. Ministry of Transport and Ministry of Employment & Wealth Creation cooperate with unions and insurance companies to introduce or improve (where already available) social protection schemes addressing the needs for healthcare, accident insurance, old age care. A transparent system has to be put in place by all involved parties to ensure that workers’ contributions will not be mismanaged.
5. Each local government has to set its minimum requirement for mechanic villages depending on its size. Ministry of Physical Planning and Development, LAMATA in cooperation with each local government and local auto repair associations determine the location of new mechanic villages while existing villages will be expanded and modernized according to international social and environmental standards.
6. Each local government has to set its minimum requirement for motor parks depending on its size. Ministry of Physical Planning and Development, Ministry of Transport and LAMATA in cooperation with each local government and Danfo unions determine the location of such motor parks ensuring that existing parks will be expanded and modernized and resting facilities for the transport workers will be included.
7. Regulation and collection of dues for occupants of mechanic villages or motorparks should be made with strict rules on mode of collection to stop the current practice of ‘collecting’ forcefully at every bus stop. Collection should be done daily, monthly or yearly, depending on occupants capabilities, at designated places and the amount to be collected unified and publicly displayed by Ministry of Transport. A percentage of these dues have be earmarked for the maintenance of mechanic villages and motorparks.

Low cost actions to increase efficiency & safety of inner city public transport

1. Investment in new infrastructure is not always necessary to facilitate the move towards an inclusive transport system - much can be achieved by training all transportation staff including operators (public & private).
2. Lagos State Drivers’ Institute introduces compulsory and payable traffic education cycles with tests and licences of all road users (motorists, bus drivers, cyclists, okada riders, tricycle riders etc). LASTMA and the relevant local government departments will enforce traffic rules with all road users, repeated contravention to traffic rules will result in withdrawal of driver licenses.
3. Ministry of Transport and LAMATA train and remunerate adequately enforcement officers from LASTMA and local government departments to ensure corrupt enforcement practices do not occur – any corrupt practice has to be punished severely in a process transparent to all parties involved.

4. LAMATA assists local governments in identifying safe bus stops within their areas and consolidates the different bus stop plans into a comprehensive inner-city and inter-state network.
5. Local Governments identify community roads for pilot studies in cooperation with residents, LAMATA, NGO's, transport research institutes and Lagos State Parking Authority to develop regulations taking cognizance of the needs of the weakest road users (pedestrians and cyclists), the need for public space for informal livelihoods including vending and storage sites for street vendors and the need for parking space testing the most suitable concept such as "shared spaces", speed limits, one way street system, pedestrian streets etc. Best practices for re-education of the road users will be replicated in other suitable areas (see table 2.28 Urban Planning Processes in Lagos 2018).
6. Walkways designated for refurbishment or to be newly built need to be designed so that a blind pedestrian notices when he/she is approaching the junction of a side road, e.g. the surface of the walk way is made to be rough at that point while hitherto it is smooth.
7. Wherever new traffic lights will be installed, they need a provision to be switched on by pedestrians.
8. Whenever new mass transit buses are purchased, they need to be wheel-chair compatible.

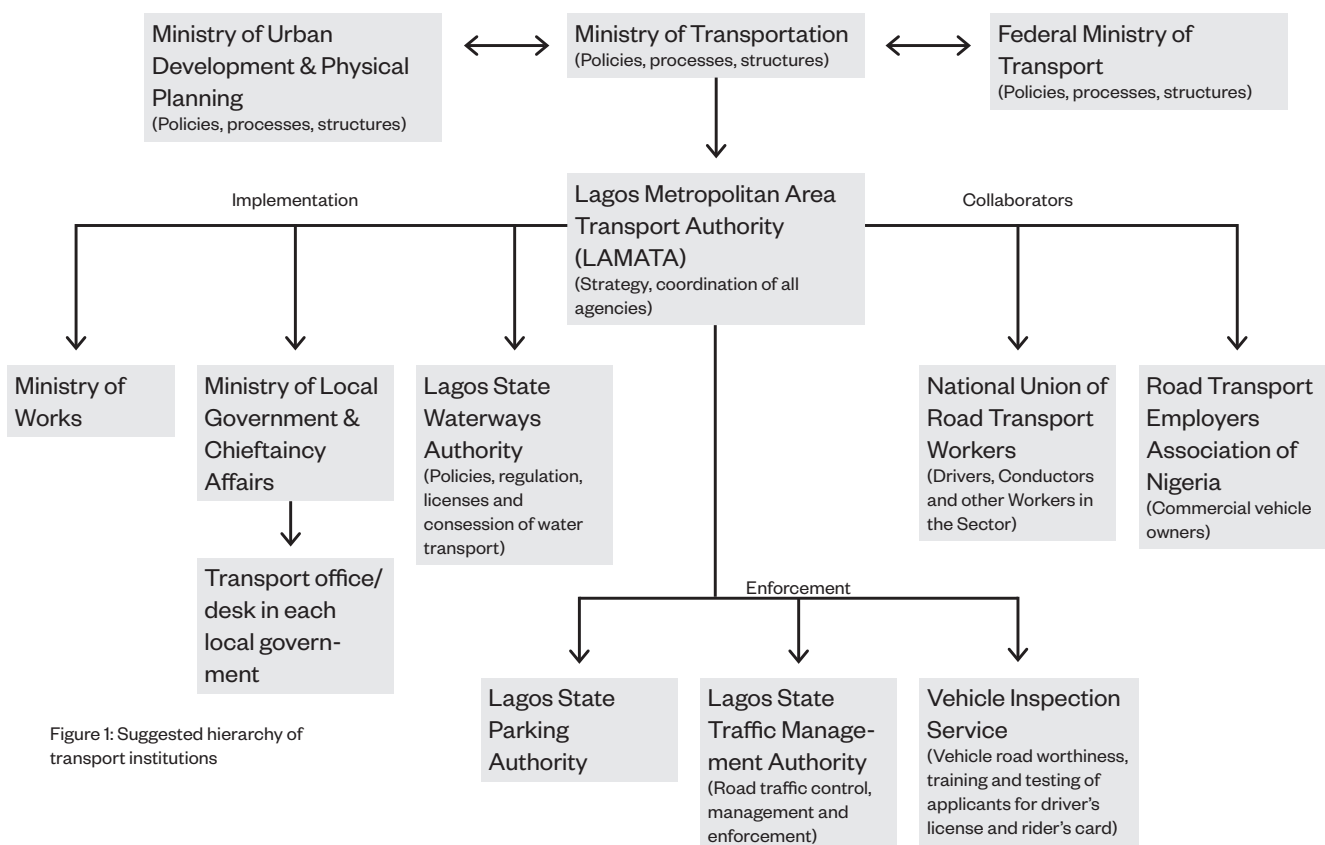


Figure 1: Suggested hierarchy of transport institutions

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