

URBAN MOBILITY PRACTICES IN ABUJA: YESTARDAY, TODAY AND TOMORROW



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2nd Smart Cities
Dialogue, The Drivery,
Berlin Germany

13th - 16th
Nov. 2019

About Transportation Growth Initiative (TGI)

An initiative 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** and **Networking**



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THE MESSAGE



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

Most Beautiful Girl In Nigeria 1957- Prize, A Bicycle



Grace Tinuke Oyelude, MBGN, 1957



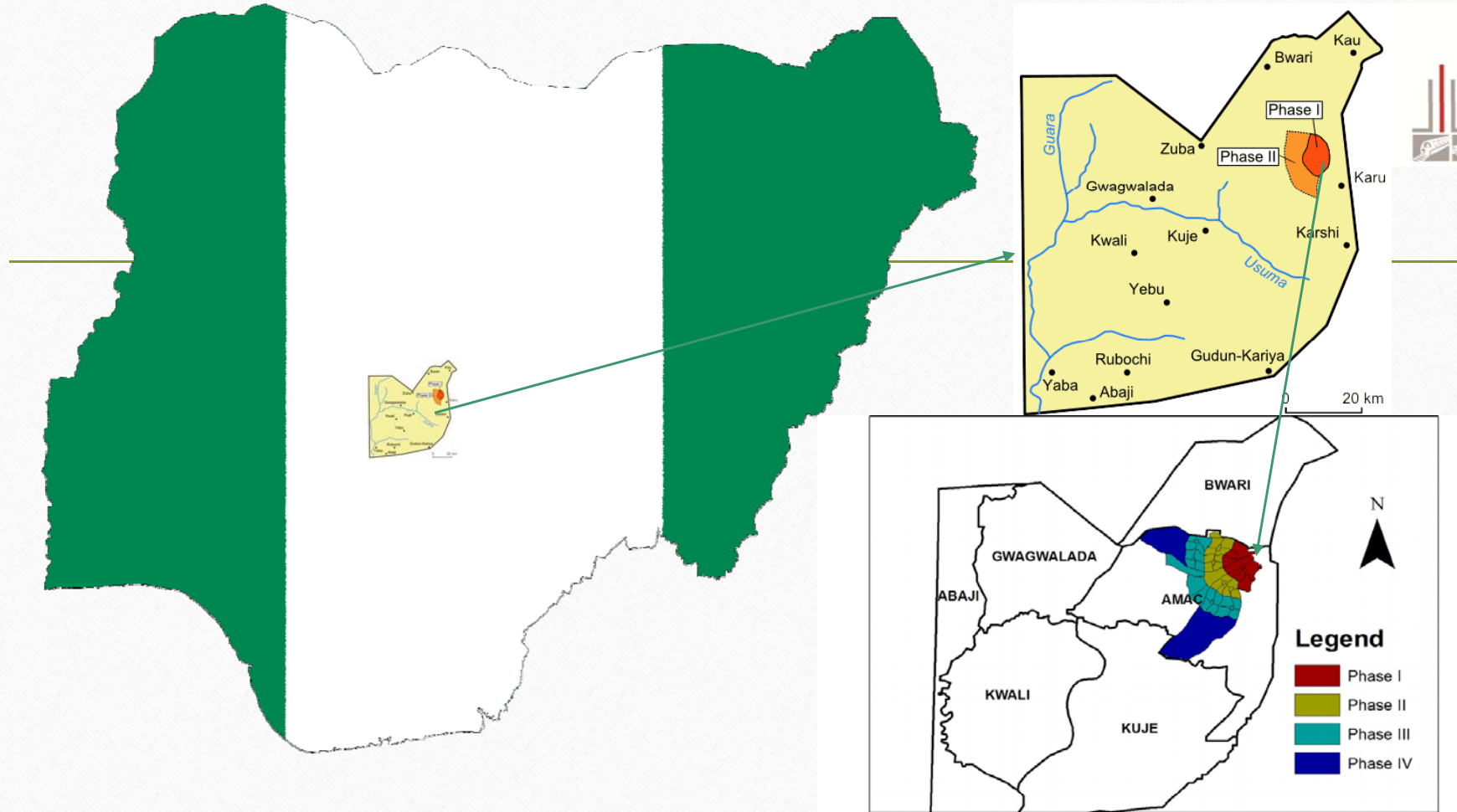


Abuja



- Created in 1976 as the administrative capital and seat of government of the Federal Republic of Nigeria
- A land area of 8,000 square meters
- Had its master plan fully completed before residents and administrative or business offices moved in
- The city was designed to have self contained districts not requiring residents crossing to other districts for basic needs
- Was built for 2million people but now have about 6million population
- 70% of workforce leaves in the hinterland and feed into the city center everyday and back
- Private Car accounts for 65% of all trips

Abuja



Broad Street Lagos Circa 1960



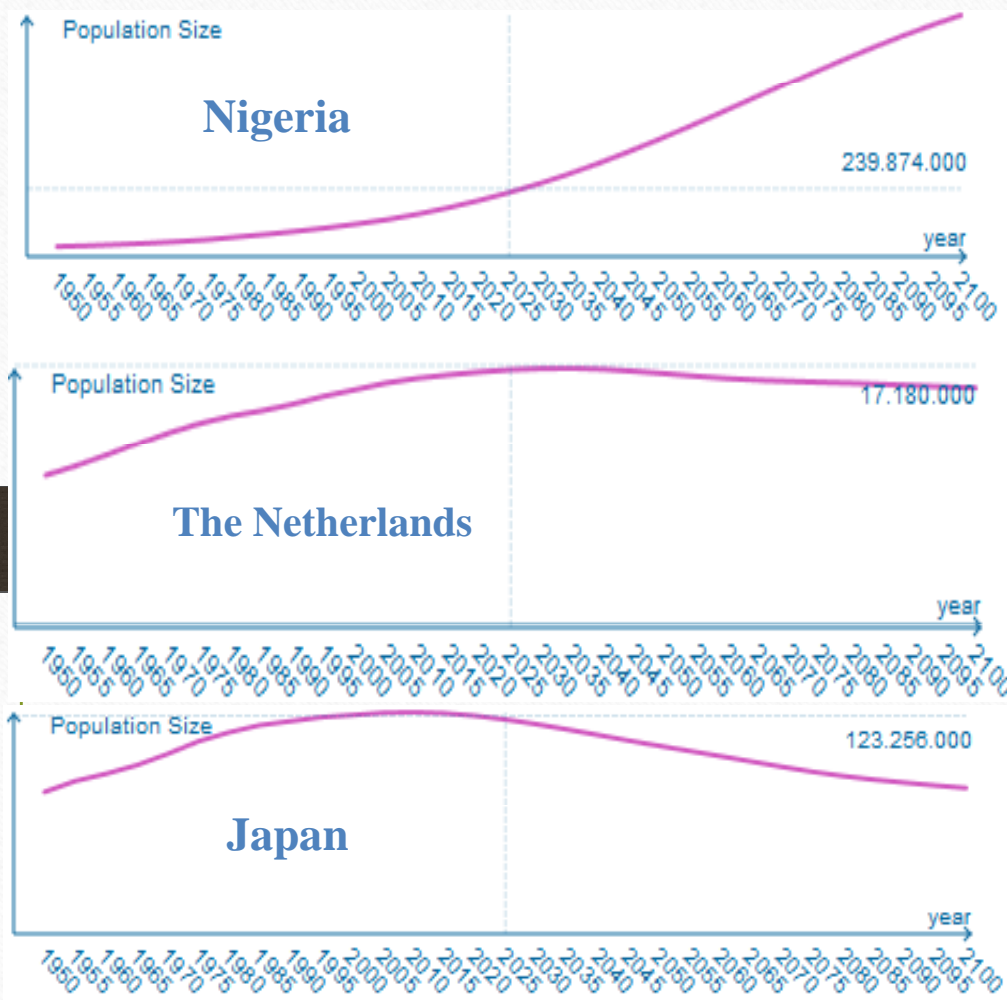
Broad Street Lagos Circa 19670



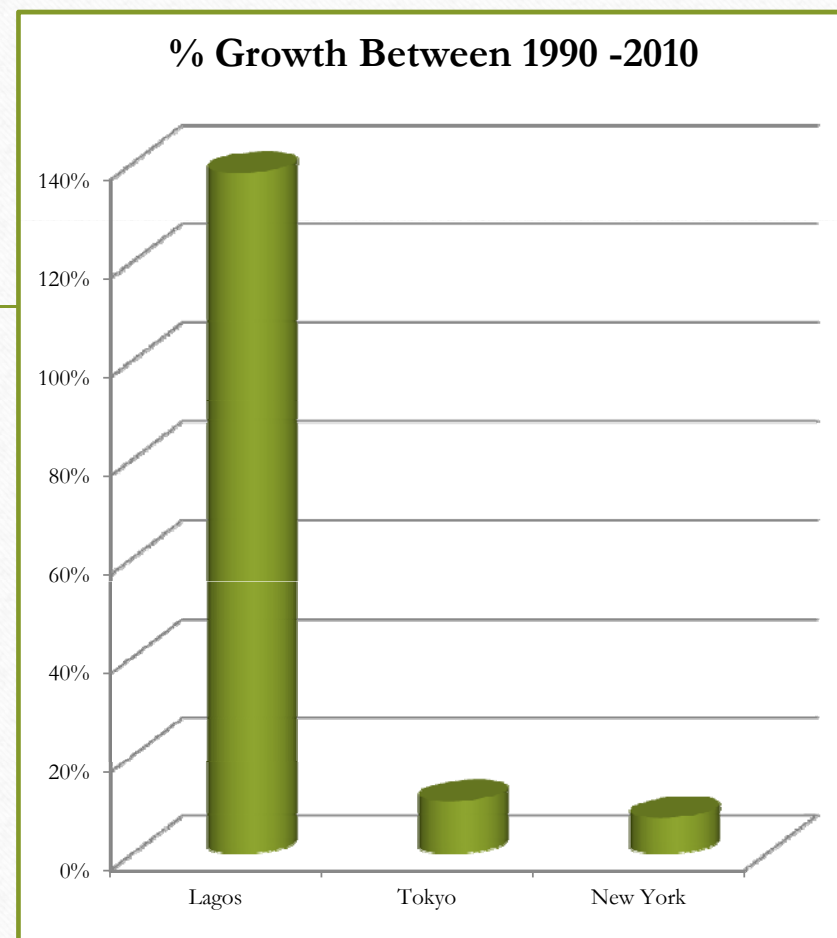
Broad Street Lagos Circa 1980



What Will Happen By 2050



Source: <http://populationpyramid.net/>





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



Affluence



Big boy;
Bye to NMT



He is feeling funky



This is where we all started from, then aim
higher



1972 was the turning point, from an NMT dependent society to a car centric one

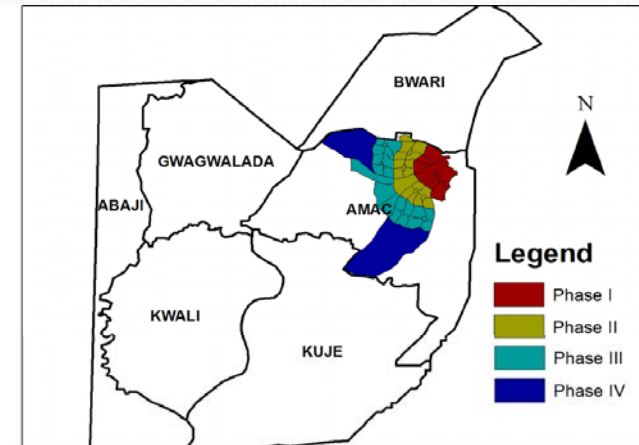
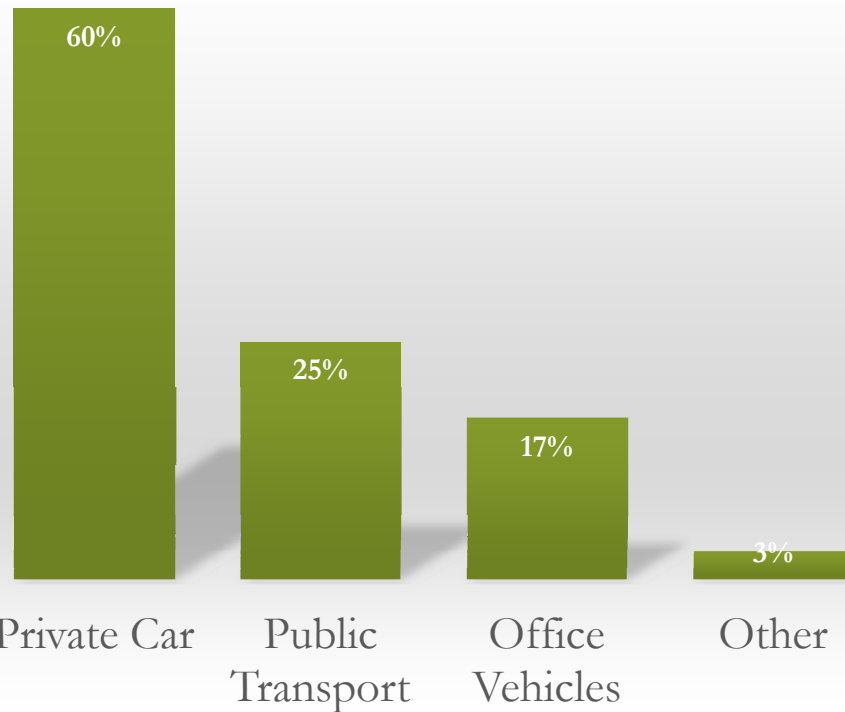
If you build for cars,
assuredly, you will
have cars



Abuja



Where do people live in Abuja



70% of the workforce in Abuja leaves in the suburbs and feed into the city center every work day and return in the evening

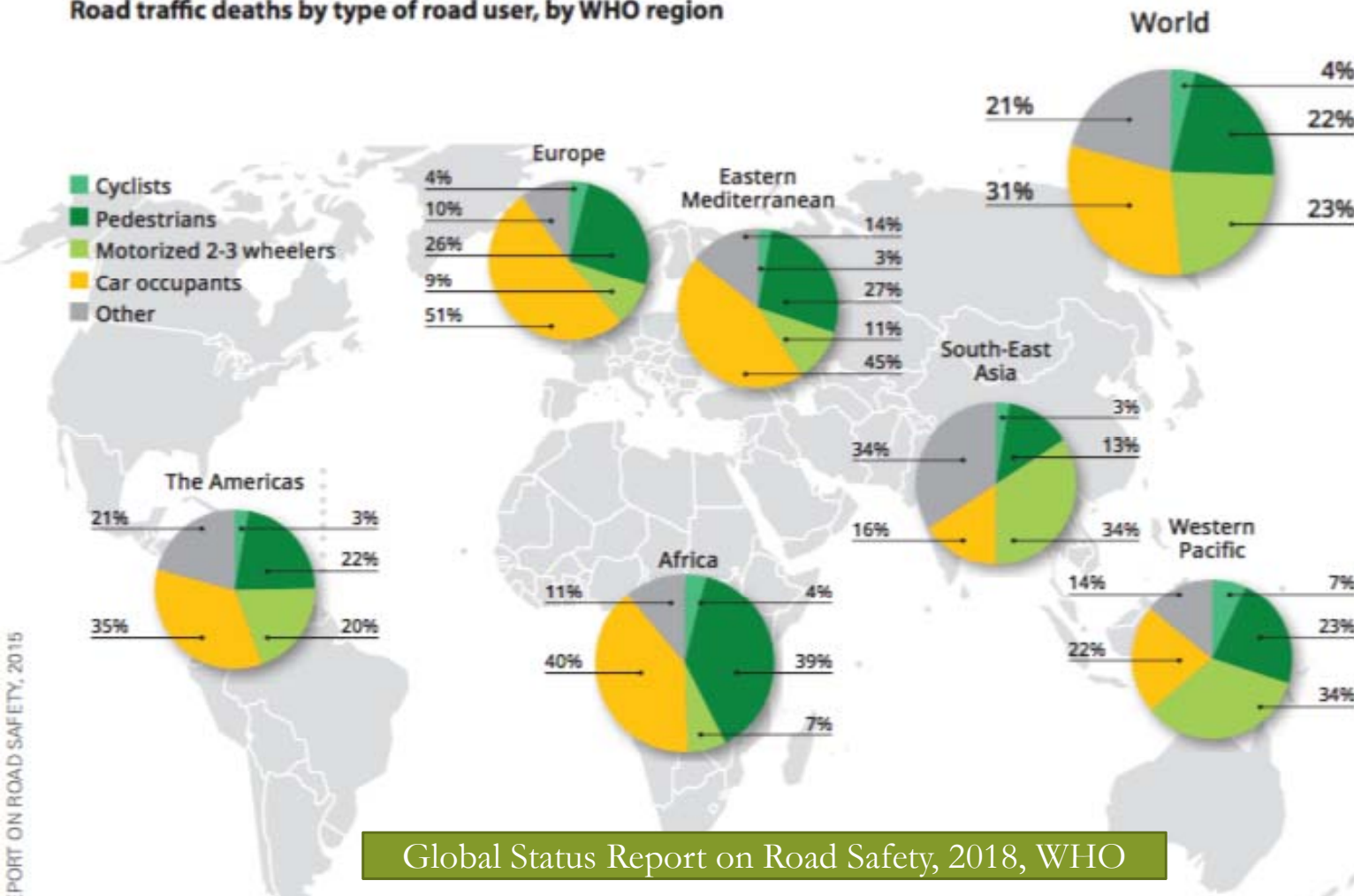






FIGURE 7

Road traffic deaths by type of road user, by WHO region



SEE HOW AFRICA IS DOING

You know where pedestrians are of course, in cities, little wonder that Abuja has the best urban roads in Nigeria but has the worst road crashes in Nigeria

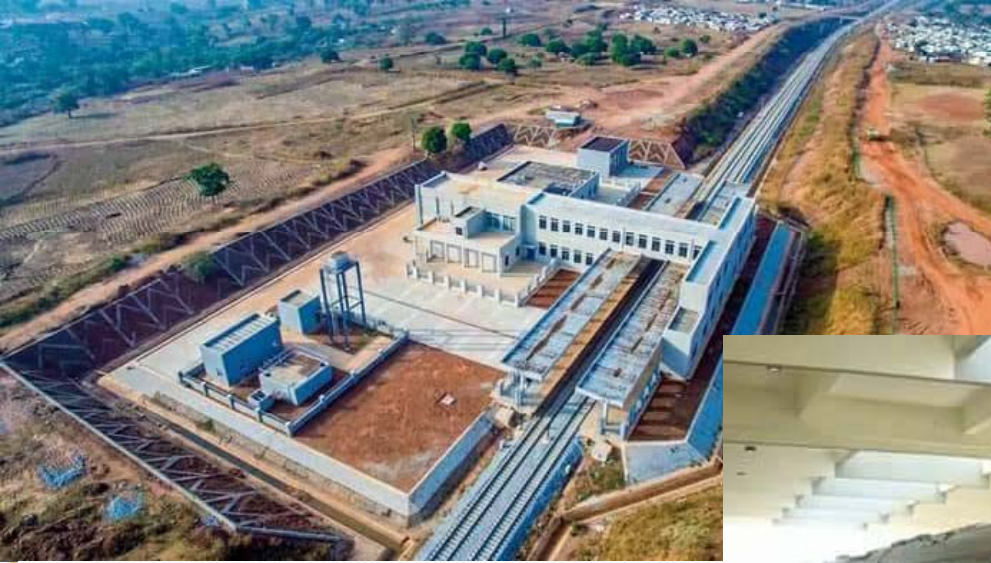
- Africa have 2% of world vehicles but have 20% of global crash fatalities. What if we get 5% vehicles
- 39% of all African road traffic deaths occur among pedestrians, whereas it is 22 worldwide and
- as low as 13% in South East Asia that has similar demography as Africa



We are leading campaigns on urban cycling







It's a \$792m China Exim bank funded project, expanded to cover the 2nd phase to \$1.79b

The completed 1st Phase covers 350,000 commuters daily on one of the 3 major corridors





CARS



ELECTRIC CARS



AUTONOMOUS CARS



UBER/LYFT CARS



NOTE THAT:

Cars will
remain cars
irrespective of
the technology
you deploy

Three Revolutions in Urban Transportation

Business-as-Usual Scenario 20th Century Technology

Through 2050, we continue to use vehicles with internal combustion engines at an increased rate, and use transit and shared vehicles at the current rate, as population and income grow over time.



2 Revolutions (2R) Scenario Electrification + Automation

We embrace more technology. Electric vehicles become common by 2030, and automated electric vehicles become dominant by 2040. However, we continue our current embrace of single-occupancy vehicles, with even more car travel than in the BAU.



3 Revolutions (3R) Scenario Electrification + Automation + Sharing

We take the embrace of technology in the 2R scenario and then maximize the use of shared vehicle trips. By 2030, there is widespread ride sharing, increased transit performance—with on-demand availability—and strengthened infrastructure for walking and cycling, allowing maximum energy efficiency.

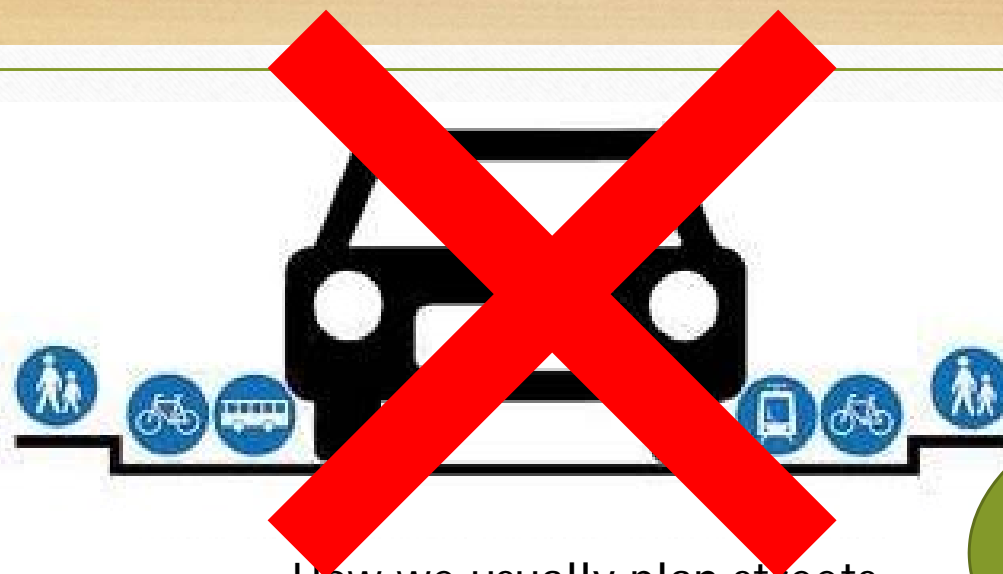


Number of Vehicles on the Road by 2050  = 250 million vehicles



CO₂ Emissions by 2050  = 500 megatonnes of CO₂





How we usually plan streets

Shrink the car by
magnifying public
transport and
NMT



A more equitable approach

The Problem



- We have been involved in sustainable urban mobility related projects since 2010.
- Set up National Stakeholders Committee on Bicycle Transportation in 2010
- Conducted national and regional studies on cycling issues
- Started the National Bicycle Week in 2012
- Developed the first National Cycling Policy and Strategy, 2014 -2017
- Held several campaigns and stakeholders engagements
- Development partners such as UNEP, SSATP, UNHabitat, etc facilitated several workshops and stakeholders engagements on sustainable urban mobility and even fund some projects.
- Lagos took the lead with BRT and then developed an NMT Policy with few projects to start with.
- But None of These Translated to more people cycling and walking, neither was any other city making useful effort on BRT

We commissioned a study to understand the reason for the slow impact of the efforts. The summary was that we were pressuring a horse to drink beer when it is neither thirsty nor understand what beer is

Project Summary

To address the gaps, we developed 3 initiatives running concurrently



Bike Share in Nigeria Universities



- 62% of Nigeria's population are 24yrs and below; most of this people are in the schools
- Culturing these young people to ride bicycle as a way of life is reshaping the future of mobility
- As a pilot, we have developed a comprehensive bike share program for Nigerian Universities
- Sign MOU with 2 universities, feasibility done, partnership discussions for funding ongoing



Twitter: @ochenuel



Sustainable Urban Mobility Course, Abuja
Building the capacity of policy makers, transport experts and businessmen in Africa



FACILITATORS



Patrick - Luxembourg, Amanda - Uganda, Serghel - UK, Emmanuel - Abuja, Osiyemi - Lagos, Yonas - Ethiopia, Odumosu - Zaria

Are you involved in urban transportation as a policy maker, project implementer, research/lecturer, advocate or businessman? Join the maiden annual international urban mobility training. You can professionalize, learn best practices, business models and become a voice for transportations systems that are safe, adequate, affordable, inclusive, and sustainable which meets the targets of the New Urban Agenda and the SDGs.

ACTIVITIES

- ☐ Lectures
- ☐ Case studies
- ☐ Hands on experiments
- ☐ Field trips

DATE

24th to 30th
November, 2019

VENUE

National Open University of
Nigeria, University Village, Plot
91, Cadestral Zone, Nnamdi
Azikiwe Expressway, Jabi,
Abuja, Nigeria

Course Fee

₦177, 500 (\$500), covers lunches, tea breaks
6nights accommodation, & course materials

For Registration go to

www.mobility.ochenuel.com.ng
Call +2348055994943 or
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Be our Guest



- A one week intensive course
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OPEN STREETS ABUJA

Re-inventing the Culture of Walking, Cycling, Mobility for Persons with Disability and Places for People in our Cities



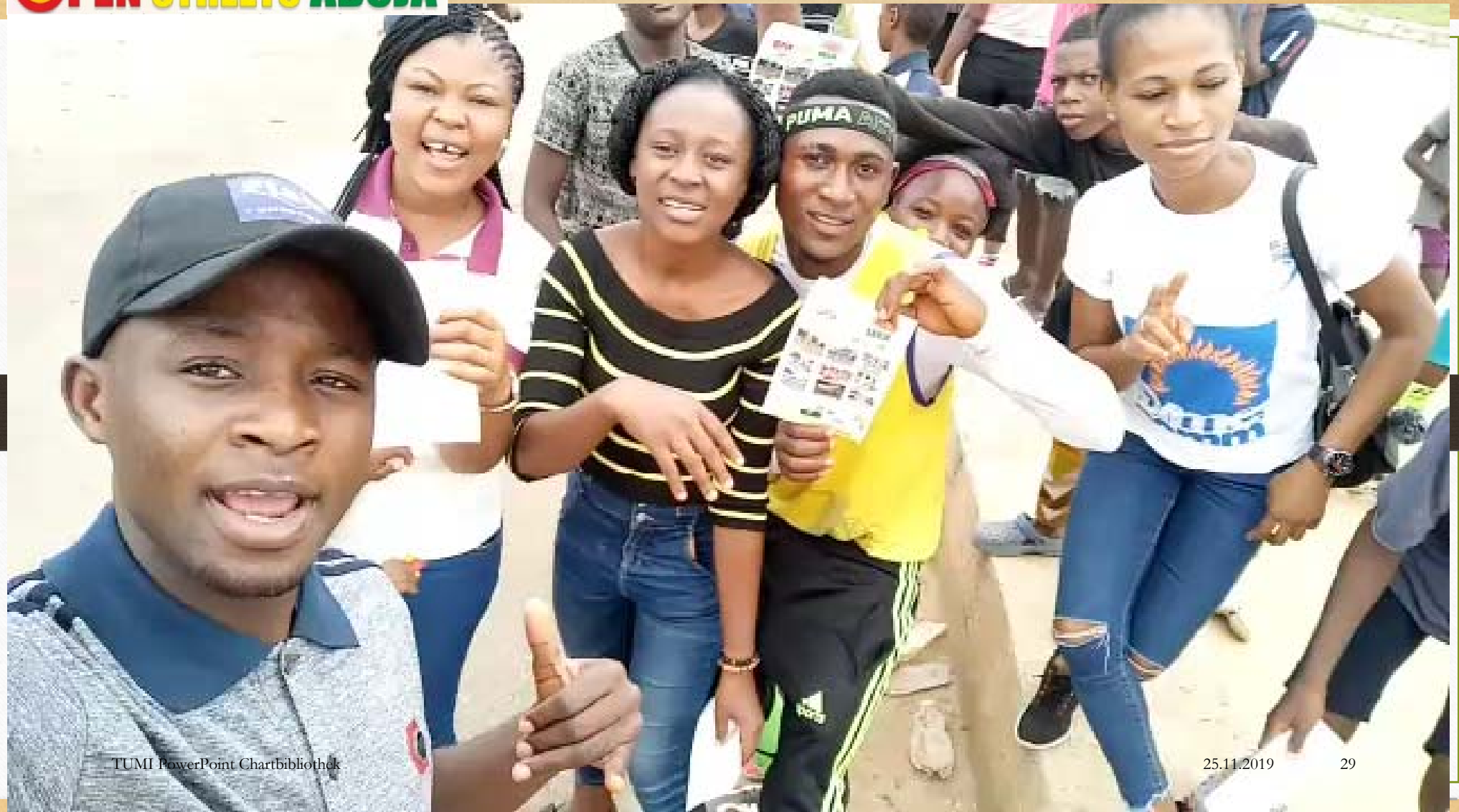
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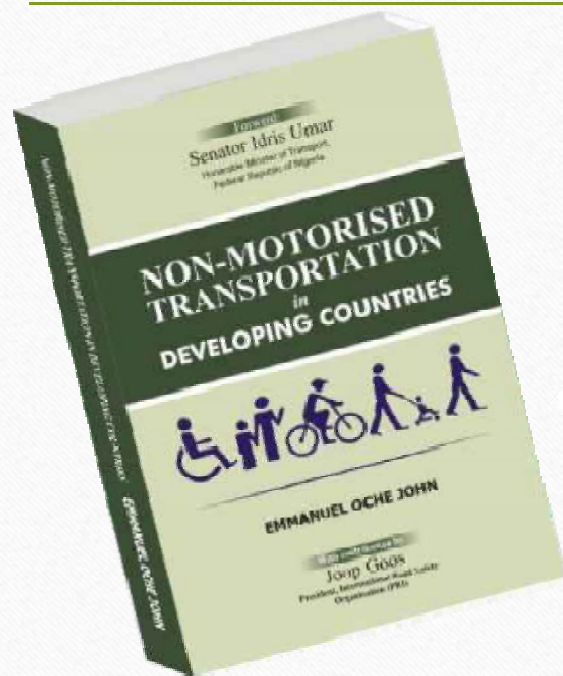


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