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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 2 million people but now have about 6 million 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
What Will Happen By 2050
Nigeria

The Netherlands

Japan

Source: http://populationpyramid.net/
How Did we Get Here: The Journey to “Affluence”

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.
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.
SEE HOW AFRICA IS DOING

- 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

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
We are leading campaigns on urban cycling
It’s a $792m China Exim bank funded project, expanded to cover the 2\textsuperscript{nd} phase to $1.79b.

The completed 1\textsuperscript{st} Phase covey 350,000 commuters daily on one of the 3 major corridors.
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.

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**Number of Vehicles on the Road by 2050**
- **2.1 billion**
- **2.1 billion**
- **0.5 billion**

**CO2 Emissions by 2050**
- **4,600 megatonnes**
- **1,700 megatonnes**
- **700 megatonnes**

[www.itdp.org](http://www.itdp.org)
How we usually plan streets

A more equitable approach

Shrink the car by magnifying public transport and NMT
The Problem

- We have been involved in sustainable urban mobility related projects since 2010.
- Set up National Stakeholders Committee on Bicycl 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 Non 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:

- **Ochenuel Bike Share**
- **Africa Sustainable Urban Mobility Course, Abuja**
- **OPEN STREETS ABUJA**

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

- A one week intensive course
- Participants mostly from state and city levels
- We have confirms participants from 7 countries of Africa
- TUMI and UN Habitat are the principal partners

Twitter: @SUMCourseAbuja
OPEN STREETS ABUJA
Re-inventing the Culture of Walking, Cycling, Mobility for Persons with Disability and Places for People in our Cities

Twitter: @OpenStreetsAbuj
WE DEMAND LOW & NO CARBON TRANSPORT

Walking, Cycling & Public Transport (BRT, Light Rail, Tram)

OPEN STREETS ABUJA

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WE ARE CHANGING MINSET AND REFORMING MOBILITY

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