NON-MOTORISED TRANSPORTATION

BICYCLING, WALKING AND ROAD SAFETY

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All modes of transportation that is not powered by any external source such as electrical or mechanical motors, instead powered by the physical energy of the user is referred to as **Non-Motorised Transportation** (NMT). It is sometimes called human powered mobility.
We begin and end most trips on foot. Yet due to a lack of attention to the needs of pedestrians, and a tendency to favour motorized transport, pedestrians are at risk of death, injury and disability in Nigerian cities.
Half of the world’s road traffic deaths occur among Motorcyclists (23%), Pedestrians (22%), Cyclists (5%), 31% of deaths among Car occupants and the remaining 19% among unspecified road users.

38% of all African road traffic deaths occur among pedestrians.
It could be as high as 2000 deaths annually in Nigeria if nothing is done.

38% of road traffic deaths occur among Pedestrians according to 2013 Global status report.

39% of road traffic deaths occur among Pedestrians according to 2015 Global status report.
84% of the roads in low-income and middle-income countries where pedestrians are present carry traffic at 40 km/h and above and have no footpaths.

Where it exists, there is the concern of encroachment, truncation, abuse/misuse by motorist and lack of protective features that totally segregate pedestrians and prevent its usage by other road users.

Pedestrians have a 90% chance of surviving car crashes at 30 km/h or below, but less than a 50% chance of surviving impacts at 45 km/h or above.

The probability of a pedestrian being killed rises by a factor of eight as the impact speed of the car increases from 30 km/h to 50 km/h.

Older pedestrians are even more physically vulnerable as speeds increase.

Pedestrians incur a risk of about 80% of being killed at a collision speed of 50 kilometres/hour (km/h), as opposed to a 10% risk at speeds of 30 km/h. At speeds of over 30 km/h, motorists, pedestrians and cyclists increasingly make mistakes, the consequences of which are often fatal. The human tolerance to injury for a pedestrian hit by a car will be exceeded if the vehicle is travelling at over 30 km/h.

A 5% cut in average speed can result in a 30% reduction in the number of fatal crashes.

Speed is the single most important enemy of road users in general and NMT in particular. According to 2013 and 2014 the FRSC Annual Reports, the most deadly probable factor for all road crashes is speed violation, the report noted 32% and 28% respectively as percentage of overall causative factors.
The bicycle was a mobility of pride, a dream come through for the lower class and a celebrated mode even for the “well to do” in the society. But the oil windfall of 1973 brought about prosperity especially for the working class and opened up the transportation space.

Regrettably, as more cars came in, bicycles began to disappear from the streets.
Reasons for gradual decline of cycling to a near non-existence in urban centres in Nigeria.

<table>
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<tr>
<th>Status symbol of car</th>
<th>Developments</th>
<th>Leadership</th>
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<tbody>
<tr>
<td>Cars became spotlighted as symbol of strength, affluence and freedom, car owners now see those cycling and walking as less privilege, in turn those walking and riding bicycles now look forward to when to graduate from their mode. Ones they do, its bye bye to NMT</td>
<td>As communities grew economically with provision of infrastructure, there was no corresponding growth in NMT infrastructure, promotion, law, policies and usage by the upper class. everybody now believes cycling is not safe, even in places where cars cannot drive above 30kms/hr</td>
<td>As people “graduate” from NMT which is seen as elements of poverty, to cars, all did. Not even a handful were left to drive initiatives, insist on riding bicycles, lead other residents to mount pressure on government to give equal opportunity to all modes of road users and make sure that cycling and other NMT modes remain visible</td>
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CONSEQUENCES OF MOTORISATION AND LACK OF ATTENTION TO NMT

Sustained increase in its carbon footprint

Increased urban noise pollution that causes exhaustion, tiredness among other health implications.

Decrease air quality owing to exhaust fumes

Road Crashes cause the Nigerian Economy about N3Billion annually

Traffic Congestions throw away about 3% of GDP of Organisation for Economic Cooperation and Development (OECD) countries to which Nigeria belongs
The space consumed by individual car ownership in cities is quite amazing. There is less study and public discussion on this in Nigeria.

According to the international Bicycle Fund, one single-occupant car requires 75 times the amount of urban space as a pedestrian, 20 times that of a cyclist, and 13-40 times that of rail transit per unit of personal movement achieved (Professor John Whitelegg, 1993).
Globally, the transportation sector is said to account for 17% of global CO2 emissions, with a projected rapid increase. Nigeria contributes 98 million metric tons of CO2 to the global carbon footprint annually. About 25% of Nigeria’s Carbon footprint comes from road transportation alone.
## IMPACT OF MOTORISATION ON RESIDENTS

### IN EUROPE

<table>
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<tr>
<th>S/N</th>
<th>ACTIVITY</th>
<th>EFFECT (Annual)</th>
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<tbody>
<tr>
<td>1</td>
<td>Outdoor air pollution largely from traffic</td>
<td>500,000 deaths</td>
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<tr>
<td>2</td>
<td>Road Traffic Crashes</td>
<td>90,000 deaths</td>
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<tr>
<td>3</td>
<td>Lack of exercise by people who seat in cars for hours</td>
<td>1 million deaths</td>
</tr>
<tr>
<td>4</td>
<td>Street noise from traffic</td>
<td>70 million affected</td>
</tr>
</tbody>
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Source: WHO European Region

Air pollution and lack of exercise as an effect of motorisation may have claimed as much as about 100,000 lives annually in Nigeria while RTC claims 6000 annually.
NMT LEADERSHIP INITIATIVES BY FRSC

SINCE YEAR 2011;

a. Established National Stakeholders Committee on Bicycle Transportation

b. Designed the first ever, National Cycling Policy and Strategy

c. Presently working on the pedestrian manual

d. Understudied 6 cities in 5 different countries with a view to domesticating best practices

e. Established a non-motorised transportation unit to galvanise initiatives and to institutionalise them

f. Hosted Annual National Bicycle Week and won the 2013 Best Cycling Campaign award globally among 28 other participating countries
While there is a relative provision of infrastructure to cater for the need of pedestrians in our urban centres, the opposite is the case with cyclists. In that regard, the following are recommended to guarantee the safety and wellbeing of cyclists and pedestrians alike:

| Inclusion of bicycle lanes on all urban roads in Nigerian cities | Trending down of urban motor vehicle speed to improve safety | Provision of bicycle parking facilities in every public premises and encourage their constituencies to ride bicycles |
School authorities and other enclosed premises such as barracks should start thinking of banning motor vehicles from their premises and instead provide facilities that will make cycling the focal point of their internal mobility.

All road users need to know that until a separate lane for NMT are provided, existing roads are meant for all including cyclists and pedestrians.
While there is no global estimate of the economic impact of pedestrian death and injury specifically, road traffic crashes in general cost developing countries 3% of their GDP and are estimated to cost governments 1%-3% of their gross national product, although this figure can be as high as 6% in some developing countries (Global Status Report on Road Safety 2013) countries. There is no single measure to adequately address the range of risks to pedestrians across various settings, but, there are many steps that can be taken to improve their safety.
Ensuring the safety of pedestrians and cyclists will encourage walking and easy mobility, and get more people to the streets on their feet instead of using the cars for even journeys of less than a kilometre. This will impact positively on health and the environment. Among its many advantages no fare requirements, no fuel, no licence and no registration.

It is integral to the liveability and sustainability of our communities. Therefore, Non-Motorized Transportation (NMT) should regain its place as a safe, convenient and pleasant option for most short trips.
Call toll free on: 122
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