Scaling up Walking & Cycling in West Africa; Through PAAPAM

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We are meeting the mobility needs of less than 15%, 187 pedestrian and 18 cyclists deaths daily.

Car-centric development widens the gap between the poor and the rich.
Wholly electric BRT with a cycling component and universal access design.

Ouagadougou is an NMT city but without infrastructure for many years but now beginning to build infrastructure.

Just completed its draft national cycling policy and strategy. First cycle track in Abuja.

Ghana has a very strong national NMT vision embedded in the RNTP and a draft NMT Policy.

Lagos State has an approved Walking and Cycling policy.
The First Bicycle track in Abuja commissioned on 8th June, 2024
A drive towards transformation in Nigeria

• A new draft National Cycling Policy and Strategy has just been completed and validated by stakeholders
• 30km/hr approved as National default urban speed
• Cycling approved by policy to be included in all public transport development in Nigeria
Can be the Game Changer

Knowledge
- There is limited knowledge by decision makers and other actors,
- There is limited awareness by the public
- There is limited expertise by experts

Institution
- The institutional framework and the governance system to deliver active mobility is limited

Funding
- There is limited funds for development that is further depleted by corruption in the midst of plenty needs

The absence of these 3 gave rise to lack or weak political will
PAAPAM Presents a Golden Opportunity

• Provides an ample opportunity to key into a continental drive
• It will spike conversations and actions in sleepy cities
• It will present a working tool will the narrative of “we don’t know where to start from”
• It will elicit interface if owned by the authorities

Let's PAAPAM Your City Now
THANK YOU FOR LISTENING

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