

URBAN TRANSPORTATION SYSTEM: POLICY AND OBJECTIVE IN THE FCT.

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BY

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*“By far the greatest and most admirable
form of wisdom is that needed to
plan and beautify cities and human communities”.*

-Socrates-

1.0 INTRODUCTION

1.1 Theoretical Background:

Up to the last world war no known method was available for the understanding of Transportation matters. All efforts done in the transportation system was centered on volume counts first, for the purpose of pavement design. The realization in America in early' 1954 by Mitchell and Rapkin that traffic was a function of land-Use has changed altogether the pattern by which earlier planners in the transportation field looked at their work.

2.0 General

Central Area Picture

Transport policies are devised by relevant agencies of Government at different levels of governance, working with the inputs of transportation technocrats or professionals.

AIM:- The aim of a policy is to best serve the expected demand with the planned supply so that the said objectives are reached under certain conditions.

The demand for travel is clearly expected to increase not only because of the increase of population and income, but also because of the trend of the public to concentrate in urban areas, (rural-urban drift) thus increasing the need for exchange of goods while reducing the need to travel for services.

2.1 The Transport Profession:

There are many definitions of this form of *endeavour*, but the definition that is preferred here is the coordinated planning of transport systems, and the management and control of the way such systems are used in the best interest of the society. The best interest of the community connotes different things to different people as most people claim to be experts in transportation problems. But transportation problems involves much more complex dimensions. Talk to anyone these days in Abuja about the problems of transportation, and you find that they all think they know the answer: usually quite different from that of the next person.

2.2 Abuja an Inclusive Capital City:-

Abuja has been intimately linked to movement. It is one of the major keys to understanding its urban development. In the lives of citizens, travel movements have become increasingly important both in time and space. As it is today, travel has become essential to access most goods and services and to develop social relationships. The possibility of moving, especially in the city center determines access to housing, work, education, and leisure, etc. For the Federal Capital Territory Administration to acceptably provide transport for the citizens from one part of the Capital City to another is becoming a **Dominant Urban Problem**.

2.3 TODAY'S CITIES:-

~While today's cities are all seeking to develop, it is no longer at all cost. ~Conditions for sustainable development have become essential. FCT needs to simultaneously and globally, take into consideration, economic efficiency, social equity and the protection of the environment to satisfy the requirements of today's generation without compromising the future and hopes of generations to come.

2.4 FCT Transport Policy and Strategy

Central Area Picture

To achieve an efficient public transport in Abuja, the following objectives were advanced by the FCT Master Plan:

- ~ Maximize public transport mobility for those residents who do not own cars.
- ~ Minimize traffic movements passing through the various development sectors.
- ~ Provide multiple highway paths between development sectors, thereby avoiding network bottlenecks.

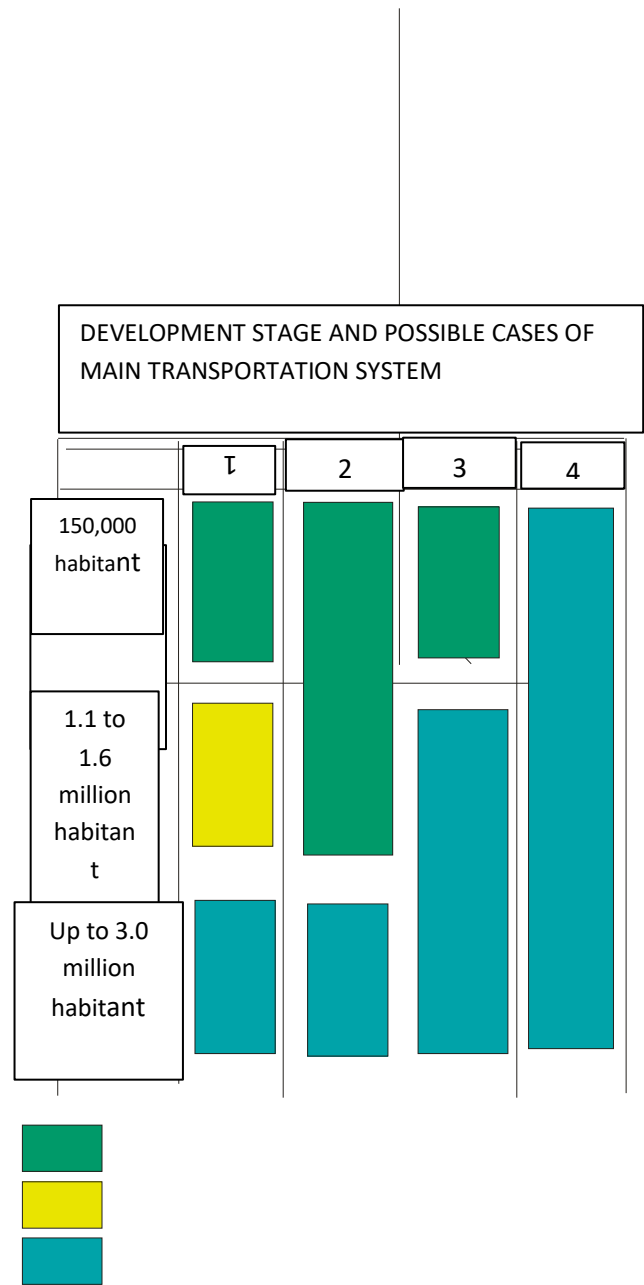
The strategies for achieving these objectives relate to four different transit modes for the city as follows:-

- ~ Bus mixed with other traffic on general use streets.
- ~ Buses only on exclusive right of ways.
- ~ Light Rail Transit (LRT).
- ~ Rapid Rail Transit (RRT).

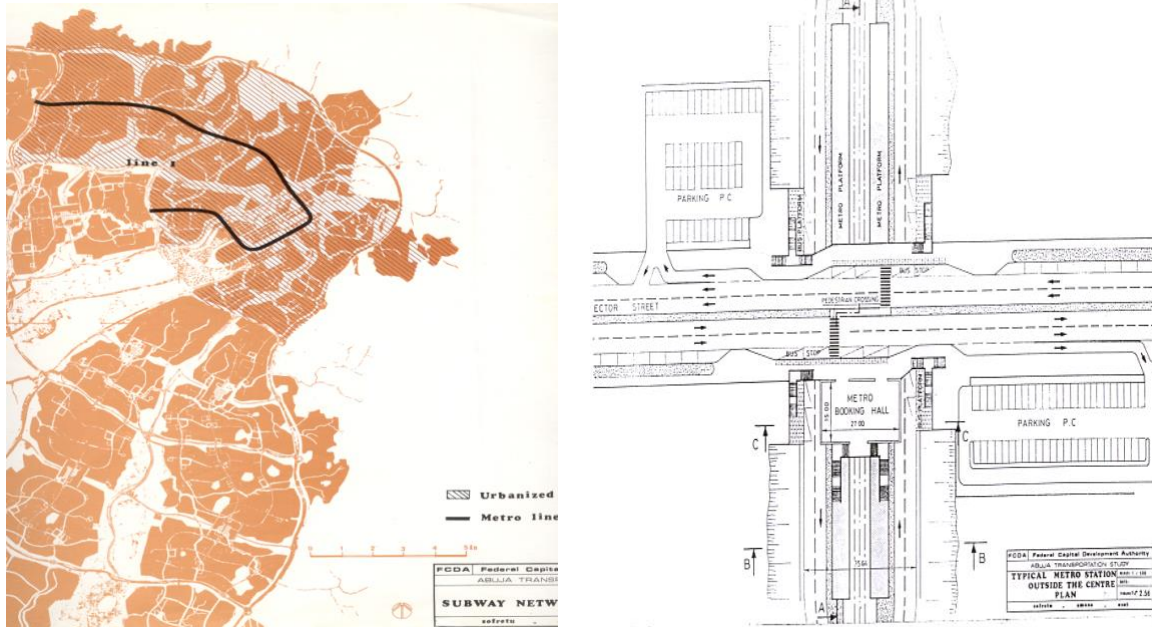
See the phased development plan of the FCT. The fulfilment of these policy objectives calls for the implementation of a policy which considers the various transport modes as components of one and the same system. This policy, based on the interdependence of the different transport modes infers an overall approach to transport matters and takes the shape of coherent sectoral action integrating planning, design, development and management.

With a population of over 1.6 million, in accordance with the plan the transitways (Light Rail and exclusive Bus Lanes) would have been in service.

See map of phase 1 transit ways and typical sector centre.



Central Area Picture



As a result of non-implementation of the phased Transportation Plan, the present level of traffic congestion in the city has sustained. In fact the structure of Abuja city, with an inner activity centre, surrounded by a web of residential towns and communities strongly suggests that this problem will be exacerbated over time.

3.0 Factors Affecting The FCT Transportation Policy:

The factors affecting the FCT Transportation plan are either endogenous to the capital development strategies or exogenous to them.

Endogenous Factors: The endogenous factors constitute an input to the demand of travel in

FCT and

include:

Population distribution

Regional land use patterns

Central Area Picture

Socio-economic conditions

It is out of these factors that the demand for travel arises and thus it is essential to consider them in formulating the FCT transportation policy. How people would move depends clearly on how many they are, where they go and why they travel.

The Exogenous Factors:

They include:

- ~ The legal setting
- ~ The international laws and bilateral agreements
- ~ The possible future energy scenarios
- ~ Technological advances in transportation

The legal setting is exogenous to the FCT development strategies in that it may be formulated so as to serve certain political, social and economic objectives that do not necessarily derive from the potential transport development patterns alone. International laws on the other hand oblige an FCT transport plan to serve objectives which are not only in the interest of the FCT but also of its neighbours and of the wider geographical area of the territory.

Future energy scenarios constitute a new limitation in the selection of the most appropriate transport plan.

These four factors exert strong influence on the Transport Plan, which through a pricing policy becomes a new endogenous factor to the entire system.

All the above mentioned factors affecting FCT transport policy constitute to some extent constraints for the establishment of such a plan.

3.1 Other Inputs To The FCT Transportation Policy

Central Area Picture

In addition to the previously mentioned factors examined to achieve the objectives that were described earlier, FCT Transportation plan is also affected by the following two basic parameters:

~ The desire to move (demand side)

~ The modes of transport (supply side)

The desire to move people or freight is determined by the population concentrations, land uses and socio-economic considerations.

The modes of transport include all the infrastructure for these modes and the vehicles themselves. In FCT they include road, rail, sea, river, air transportation and pipelines.

4.0 SUMMARIZING:-

#“... transportation is part of what makes cities liveable, but it is an intermediate goal of urban policies aimed at creating more liveable urban areas, where liveability is multi-dimensional”

#The terms “quality of life” and “liveability” are now commonly used not just in environmental and land-use planning, but also in planning for economic development and infrastructure.”

#“Once laid down, transportation systems stay—they are the bones that support complex social and economic fabric”

#“Public investments and policies for transportation have big effects, and getting them right is important. Getting them right means making them efficient and fair.”

It is to be noted that Changes in urban transportation policy and Investment place increased attention on:

Funding;

Maintenance;

Central Area Picture

- Demand management;
- Access and connectivity;
- Alternative modes
- Effect on public objectives; and
- Performance measurement.

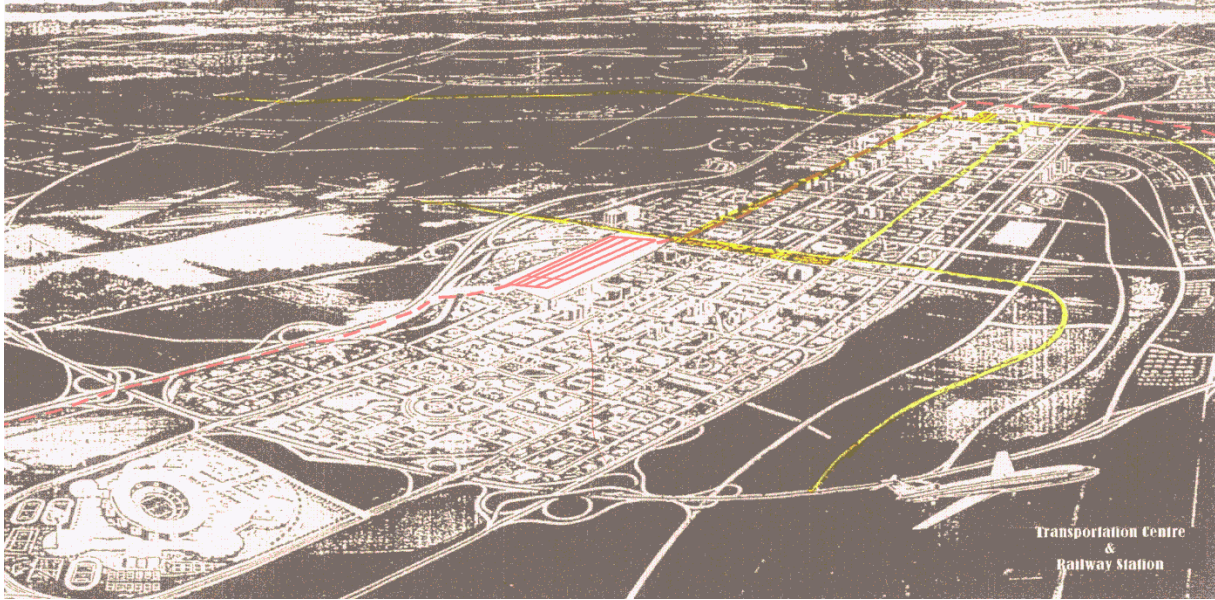
~“Decisions about big issues for land use, transportation, economic development and the environment in the Federal Capital City (FCC) will always require discussion, compromise and incremental adjustment.” ~Are NIGERIAN SOCIETY OF ENGINEERS, ABUJA Branch, which was started as 'The Abuja Engineer' by the pioneers, prepared to take on the 'challenge' ??????. Let's look at the underlined checklist.....

- @ Acknowledge the complexity
- @ Require a framework for evaluation.
- @ Encourage technical analysis.
- @ Pay attention to alternatives.
- @ Ask the right questions.

~I expect your reaction.

~Thank you all.

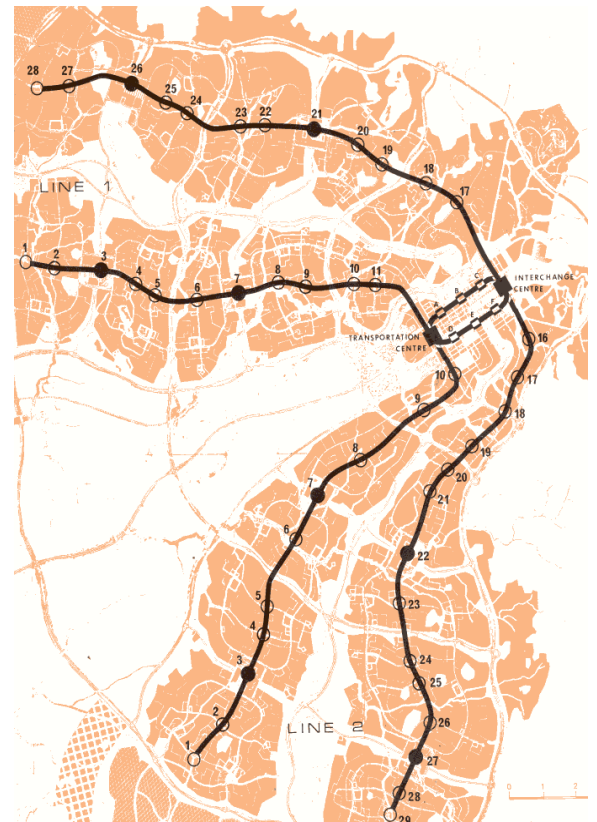
Central Area Picture



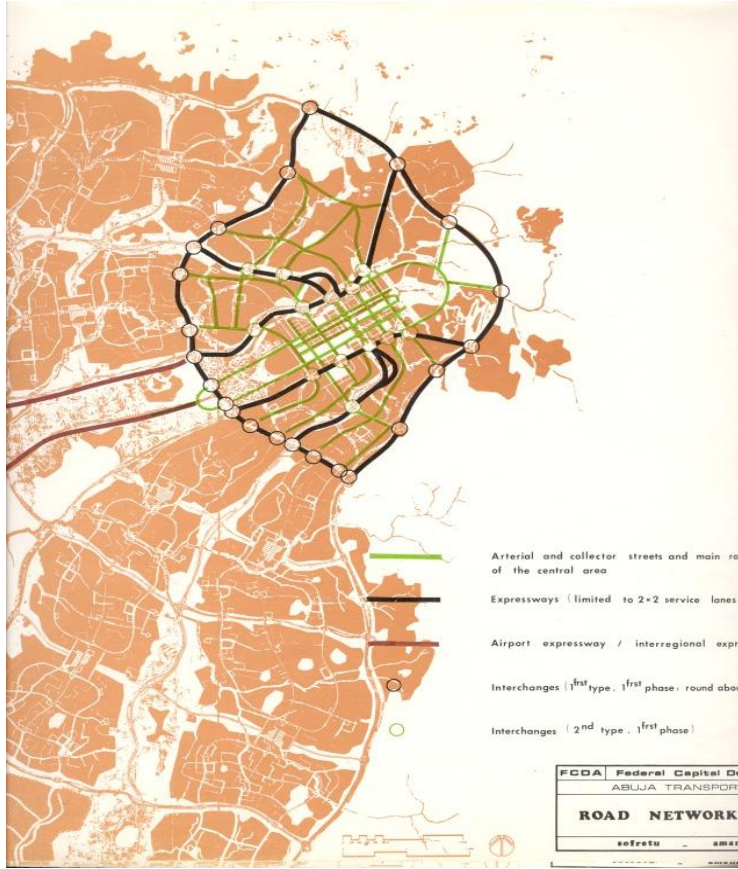
Traffic Studies (simulated in 1982)



Transit Way Corridor



Central Area Picture



Central Area Picture

Stage Development of Interchanges .

