In collaboration with MIT

OSHODI, Lagos State, Nigeria

A highly productive labour system was established
Massive clean up process that included law enforcement and the waste management agencies

Constant dialogue through meeting with all the various stakeholders

The quality of life has improved dramatically for Oshodi residents
Free flowing traffic with greatly reduced congestion - significant improvements in average speed have been noticed even during peak hours
Safer, more secure environment created through well planned street improvements such as street lighting

OSHODI
As a major traffic interchange, Oshodi, Lagos State, Nigeria has over time gone from a peaceful settlement to a congested and relatively lawless market town. The resulting economic loss and threat to human welfare prompted the Lagos State government to intervene and embark on the restoration of Oshodi. To do so a number of issues needed to be addressed such as resettling the traders to reclaim the Agage Motor road transforming it into a functional highway. Other parts of the initiative included sanitation and beautification of the area, and opening consistent channels for communication between all the parties involved. The highly detailed plan along with the governments proactive approach has resulted in this projects success, such as greatly improved traffic flow and pedestrian friendly atmosphere. The Oshodi restoration and redevelopment serves as an inspiration for other state governments with localities suffering from misuse due to rapid urbanization.

COORDINATES (Lagos State)
16°35’N 3°45’E
AREA
45 km² (17 sq mi)
POPULATION
621,509
DENSITY
13,811/km² (3,707.6/sq mi)
GDP (Nigeria)
$196.4 billion
URBAN POPULATION (Nigeria)
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With an estimated daily influx of 1,345,548 persons (transporters, commuters, traders, shoppers, opportunists) Oshodi serves as a major traffic interchange for commuters plying inter-city and inter-state travels and is one of the hubs of commercial activities in the State.

Agge Motor Road for a long time, up until around 1975 it was the major, if not the only road that connected Lagos Island through the mainland to the West of Nigeria. With the advent of rapid urbanization the population in Lagos grew from about 2.5 million people in the mid 1970s to 5 million in 1991 and about 18 million today. Any open or underutilized space including road sides were quickly occupied and put to informal commercial use or were quickly converted into informal living settlements. Oshodi, a once peaceful settlement, assumed the character of a market. This mix of human and vehicular traffic without order and law resulted in heavy traffic congestion due to the blockage of the roads and rail lines by traders. Indeed, for many people in the city, Oshodi was a no man’s land, thus putting undue pressure on other routes. The densely populated area was a haven for all forms of criminal activities and as such served as a disincentive to a lot of investors.

In 2009 the Lagos state government resolved to reclaim this public asset whose misuse was causing economic loss to the State (as estimated at N14 billion annually), to protect the lives of citizens and to reclaim the environment. This meant leveling off all informal settlements and hence evicting the government-owned and un-owned tenants who had occupied Oshodi for over 30 years. The aim of the reclamation exercise was to recover and regenerate 10km of a popular into a clean, safe and secure environment for the pedestrians and motorists by unlocking the traffic gridlock from the Oworonshoki to the Oshodi Road junction.

On October 1, 2009, the project commenced with the evacuation of the residents, the sanitation and beautification (greening) of the area, improvements to the waste management, recovery of streets, water channels blocked by waste generated by traders and their customers, introduction of improved traffic management systems, provision of a bridge to eliminate large road crossing within the intersections, lighting up the area to make the prevailing commercial activities taking place in the area, and the provision of basic amenities in order to eliminate the use of the road as a parking bay for commercial buses. Sufficient equipment and manpower including law enforcement and the waste management agencies were deployed to undertake the massive clean up process. A detailed reclamation action plan was developed and implemented. The strategies in the plan included: constant dialogue with stakeholders through meetings held with various government agencies, community members, councils, trade associations. The Lagos State Ministry of Commerce, Industry and Cooperatives, the Lagos State Ministry of Environment, the Lagos State Ministry of Trade, Industry and Investment; the Lagos State Ministry of Housing; the Lagos State Ministry of Youth and Social Development; the Lagos State Ministry of Information, Culture and Tourism; and the Lagos State Ministry of Works and Infrastructure.

1.1 KEY INTERVENTIONS

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1.2 MEASURABLE OUTCOMES

A highly productive labor force was created which engaged the informal economy of the Oshodi area. Following the reclamation exercise, a study was conducted to assess people’s perception of the road changes, the majority of respondents agreed that it had significantly reduced traffic congestion.

The quality of the surrounding environment has improved manifold due to the improved traffic management systems, reduction in the noise level and introduction of pedestrian friendly atmosphere. Additionally, improvements have been made to the Oshodi Road area for more pedestrian friendly environment.

The provision of pedestrian friendly environment.

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1.3 GOVERNANCE

The intervention of the Lagos State government and their subsequent embarking on the restoration of Oshodi has been a highly successful project. A variety of issues were targeted for intervention such as resetting the traders to reclaim the Agage Motor Road, transforming it into a functional highway. Other parts of the initiative included sanitation and beautification of the area, and opening consistent channels for communication for between all the parties involved. The highly detailed plan along with the government’s proactive approach has resulted in this projects success, such as greatly improved traffic flow and a pedestrian friendly atmosphere. The implementation of the Oshodi Restoration and Redevelopment serves as an inspiration for other state governments with localities suffering from misuse due to rapid urbanization.

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