

Regulatory frameworks and enforcement mechanisms in urban transport governance: a case study of Lagos State

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Abstract:

Urban transport governance is a pressing issue in megacities across the global south, with Lagos, Nigeria, exemplifying the challenges of rapid urbanisation, population growth, and socio-economic disparities. This study critically examines the regulatory frameworks and enforcement mechanisms underpinning Lagos' urban transport governance, employing a qualitative case study approach. Drawing on insights from government officials, transport operators, commuters, and policy documents, the study explores the dynamics between formal and informal systems, stakeholder perspectives, and the sustainability of current practices. Key findings reveal that fragmented regulatory structures, inconsistent enforcement mechanisms, and limited stakeholder integration have hindered the effective governance of Lagos' transport system. Notably, informal operators, such as danfo buses and okadas, remain marginalised in policy formulation, contributing to periodic conflicts and reduced compliance with formal regulations. Comparative analyses highlight successful practices from cities like Bogotá and Nairobi, emphasising the importance of participatory governance, integrated systems, and innovative enforcement methods. The study proposes actionable recommendations, including harmonising regulatory frameworks, adopting innovative enforcement technologies, promoting public-private partnerships, and investing in sustainable transport infrastructure. These measures are essential for addressing institutional inefficiencies, fostering collaboration, and advancing the long-term sustainability of urban mobility in Lagos. This research contributes to the broader discourse on urban transport governance in Sub-Saharan Africa, offering critical insights and strategies for policymakers, urban planners, and transport stakeholders.

Keywords: informal transport, urban mobility, Lagos State, Nigeria, socioeconomic impacts, regulatory frameworks, integration, sustainability, urban transport planning.

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I. Introduction

Urban transport governance is critical for sustainable development, particularly in rapidly growing megacities like Lagos, Nigeria (Ogunkoya, 2022). With a population exceeding 20 million and an ever-increasing demand for mobility, Lagos faces complex challenges in its urban transport system, including regulatory fragmentation, weak enforcement mechanisms, and a dominant informal transport sector. These challenges are compounded by socio-economic disparities, urban sprawl, and limited public infrastructure, making effective governance necessary for equitable and efficient mobility solutions.

This study examines the regulatory frameworks and enforcement mechanisms that underpin Lagos' urban transport governance. It draws on theoretical frameworks such as Multi-Level Governance, Institutional Theory, and Regulatory Theory to analyse the roles of various actors, from government agencies like LAMATA and LASTMA to informal transport unions and international stakeholders. Empirical insights from Lagos'

Bus Rapid Transit (BRT) system and comparative studies from African cities like Nairobi and Johannesburg provide a practical foundation for understanding the dynamics of transport governance (Ogunkoya, 2008; Oluwakoya, 2014; Oluwakoya & Obasa, 2020).

The findings highlight significant barriers, including institutional fragmentation, resource constraints, and public mistrust in enforcement agencies. However, opportunities for reform, such as integrating innovative technologies, public-private partnerships, and stakeholder engagement, suggest pathways for overcoming these barriers. Policy recommendations are grounded in the need for harmonised regulatory frameworks, strengthened enforcement capacity, and the promotion of sustainable practices to address long-term mobility challenges.

This study aims to contribute to the broader discourse on urban transport governance by synthesising theoretical and empirical insights, offering actionable recommendations for Lagos and other African cities facing similar challenges.

Table 1: Key Urban Transport Challenges in Lagos

Challenge	Description	Source
Traffic Congestion	High vehicle density leads to prolonged travel times and reduced productivity.	Gbadamosi (2021)
Inadequate Infrastructure	Insufficient road networks and public transit systems to cater to urban demand.	Olukoju (2020)
Informal Transport Dominance	Reliance on unregulated danfos and okadas creates inefficiencies.	Olufemi (2022)

Source: Author’s Field Survey, 2024

2. Literature Review

2.1 Theoretical Framework

Urban transport governance in Lagos can be analysed through several theoretical lenses to understand better the complexities and interdependencies of its regulatory frameworks and enforcement mechanisms. Two prominent theoretical approaches include:

2.1.1 Multi-Level Governance (MLG) Theory

MLG theory posits that governance operates across multiple, interdependent levels (local, regional, national, and supranational), with authority dispersed rather than centralised. It emphasises collaboration, shared decision-making, and networked relationships among public, private, and civil society actors (Peters & Pierre, 2016). Key principles include polycentricity (multiple decision centres), subsidiarity (decisions made at the most local feasible level), and coordination to avoid fragmentation.

Lagos’ transport governance involves federal, state (e.g., Lagos State Ministry of Transportation), and local actors (e.g., municipal councils), alongside international agencies (e.g., World Bank-funded projects). However, overlapping mandates—such as LAMATA (planning) and LASTMA (enforcement)—create inefficiencies. MLG theory helps diagnose these coordination gaps and suggests institutional mechanisms (e.g., inter-agency task forces) to align policies across levels, as seen in Bogotá’s TransMilenio governance model.

2.1.2 Institutional Theory

Institutional theory examines how formal rules (laws, policies) and informal norms (cultural practices, unwritten rules) shape organisational behaviour. It highlights "institutional isomorphism"—the tendency of organisations to mimic successful structures—and path dependency, where historical choices constrain future options (Akinyemi, 2019). Key themes include legitimacy-seeking behaviour and the tension between stability and change.

Lagos' transport sector is marked by clashes between formal institutions (e.g., LASTMA's traffic laws) and informal systems (e.g., danfo unions' self-regulation). Institutional theory explains why informal operators resist formalisation (perceived loss of autonomy) and LASTMA struggles with corruption (informal norms of bribery undermine formal rules). Reforms must address these institutional "logics," as Nairobi did by gradually formalising matatus through negotiated licensing.

2.1.3 Regulatory Theory

Regulatory theory focuses on how rules are designed, implemented, and enforced to achieve public goals. It distinguishes between "command-and-control" (strict penalties) and "responsive regulation" (flexible, context-sensitive enforcement) (Litman, 2020). Critical issues include regulatory capture (industry dominance over policymakers) and the role of non-state actors in co-regulation.

Lagos' traffic laws (e.g., 2012 Traffic Law) exemplify command-and-control approaches, but weak enforcement and corruption limit compliance. Regulatory theory justifies adopting responsive strategies, such as smart cameras (reducing human discretion) or integrating informal operators into rule-making (co-regulation), akin to Johannesburg's Rea Vaya BRT stakeholder forums.

2.2 Empirical Studies

Empirical studies provide critical insights into urban transport governance by examining real-world scenarios and

identifying practical implications for policy and enforcement. Key studies relevant to Lagos include:

2.2.1 Local and regional case studies

Research on the Lagos Bus Rapid Transit (BRT) system has highlighted its dual role as a flagship public transport project and a testbed for public-private partnerships. Olufemi's (2022) analysis of Lagos' Bus Rapid Transit (BRT) system provides a critical lens through which to examine urban transport governance, particularly in the context of rapidly growing Global South megacities. The study underscores several governance challenges and opportunities, as outlined below:

1. Centralised Planning vs. Informal Sector Dynamics

The BRT system exemplifies centralised governance through its structured design (dedicated lanes, prepaid ticketing) and oversight by agencies like LAMATA. While this approach improved commuter efficiency (reduced travel times and costs), Olufemi highlights its limited coverage and capacity as governance failures. The BRT's inability to scale effectively reflects systemic issues in resource allocation and long-term planning, which are key components of robust governance. More critically, the resistance from informal operators (danfo buses, okadas) underscores the exclusion of informal actors—who dominate Lagos' transport ecosystem—from policy formulation. This tension between formalised systems and informal realities exposes governance gaps in inclusivity and adaptive policymaking.

2. Public-Private Partnerships (PPPs) and Collaborative Governance

The BRT's partial success demonstrates the potential of collaborative governance through PPPs, where private operators manage fleets and ticketing. However, Olufemi critiques the lack of meaningful engagement with informal stakeholders, leading to conflicts and non-compliance. This aligns with governance theories emphasising participatory approaches: the BRT's exclusionary design contrasts with models like Bogotá's TransMilenio, which integrated informal operators into governance structures. The study thus advocates for multi-stakeholder platforms to balance efficiency with equity.

3. Regulatory Fragmentation and Enforcement Challenges

The coexistence of BRT corridors and unregulated informal transport highlights institutional fragmentation in Lagos. For instance, LASTMA (the enforcement agency) struggles to manage overlapping jurisdictions between formal BRT routes and informal networks. Olufemi attributes this to weak enforcement capacity, corruption, and misaligned incentives—governance flaws exacerbated by rigid "command-and-control" regulatory frameworks. The study implicitly advocates for responsive regulation, such as innovative technologies (e.g., automated cameras) to reduce human discretion and rebuild public trust.

4. Sustainability and Equity Gaps

Olufemi (2022) critiques the BRT's narrow focus on motorised transit, which neglects non-motorised infrastructure (e.g., pedestrian walkways, cycling lanes) and environmental sustainability. This reflects governance blind spots in holistic urban planning, where transport policies are siloed from broader sustainability goals. Additionally, the BRT's limited accessibility for low-income commuters reliant on informal systems underscores governance failures in addressing socioeconomic equity, a recurring issue in Lagos' fragmented mobility landscape.

5. Lessons for Adaptive Governance

The BRT case underscores the need for adaptive governance harmonising formal and informal systems. Olufemi's work aligns with Institutional Theory, revealing how path dependency (e.g., entrenched informal norms) and institutional isomorphism (e.g., mimicking global BRT models without local adaptation) hinder progress. As seen in Nairobi's matatu licensing or Curitiba's integrated land-use planning, successful reforms emphasise context-sensitive governance that prioritises stakeholder buy-in and incremental formalisation.

Olufemi's analysis positions the BRT as both a governance achievement and a cautionary tale. It reveals that effective urban transport governance requires:

1. Inclusive policymaking to integrate informal actors and mitigate resistance.
2. Integrated planning linking transport to sustainability and equity goals.

3. Adaptive regulatory frameworks that balance enforcement with flexibility. By addressing these gaps, Lagos' BRT could evolve from a fragmented project into a transformative governance model for African cities, bridging the divide between formal ambition and informal reality.

Comparative analyses of Lagos and Abuja underscore the relative efficacy of centralised governance models like Lagos' LAMATA in addressing urban transport challenges. Unlike Abuja's fragmented system—where federal, municipal, and private entities often operate in silos—LAMATA's centralised authority enables streamlined planning, such as the Bus Rapid Transit (BRT) corridors and fare standardisation. However, Akinyemi (2019) reveals that institutional overlaps persist even in Lagos; for instance, LAMATA's planning mandate clashes with LASTMA's enforcement role, creating jurisdictional ambiguities (e.g., traffic management on BRT routes vs. informal lanes). These overlaps, compounded by under-resourced enforcement and corruption, dilute governance outcomes. Abuja's struggles with unregulated minibuses and chaotic paratransit further highlight the risks of fragmented governance, but Lagos' centralised model also falters without complementary reforms. Targeted interventions could bridge these gaps, such as harmonising agency mandates, integrating innovative enforcement technologies (e.g., AI-driven traffic monitoring), and formalising roles for informal operators. Both cities illustrate a broader governance paradox in Africa: centralisation fosters coherence but risks rigidity, while

decentralisation prioritises adaptability at the cost of coordination. The lesson for policymakers lies in hybrid models that blend LAMATA's strategic oversight with Abuja's localised flexibility, ensuring context-responsive yet unified transport governance.

2.2.2 Insights from African Cities

The experiences of Nairobi and Johannesburg offer Lagos a nuanced blueprint for navigating the dual imperatives of formalising informal transport and aligning mobility reforms with urban development. Nairobi's *matatu* reforms—centred on structured registration and licensing—reveal the potential and pitfalls of integrating informal systems. While registration improved vehicle safety and driver accountability, Cervero (2013) emphasises that Nairobi's success was contingent on adaptive enforcement (e.g., digital monitoring of routes) and political bargaining with powerful *matatu* unions. This mirrors Lagos' struggles with *okada* and *danfo* operators, where top-down bans (e.g., the 2020 *okada* restrictions) sparked protests due to exclusionary policymaking. Nairobi's lesson for Lagos is clear: informal sector integration requires phased formalisation that couples regulation with incentives (e.g., subsidised licensing fees) and channels union influence into governance structures, rather than sidelining it.

Meanwhile, Johannesburg's Rea Vaya BRT system underscores the importance of syncing transport with land-use planning. Unlike Lagos' BRT, which operates isolated

from broader urban strategies, Rea Vaya prioritised transit-oriented development (TOD)—locating stations near high-density housing and commercial hubs. This boosted ridership and reduced sprawl, a critical challenge in Lagos. However, Litman (2020) notes that Rea Vaya’s reliance on erratic funding and political cycles led to delays, echoing Lagos’ BRT struggles with stalled expansions. Both cities highlight the need for legally binding funding mechanisms, such as dedicated transport taxes or public-private revenue-sharing models, to insulate projects from political volatility.

Cross-Cutting Lessons for Lagos:

1. **Hybrid Governance:** Nairobi’s matatu reforms demonstrate that blending formal regulation with informal sector participation can mitigate resistance. Lagos could adopt sector-specific licensing tiers, allowing danfo operators to graduate into formal systems through compliance incentives (e.g., route prioritisation for licensed vehicles).
2. **Integrated Spatial Planning:** Johannesburg’s TOD approach offers a model for Lagos to align BRT expansions with affordable housing projects and commercial corridors, reducing reliance on inefficient radial commuting.
3. **Enforcement Innovation:** Both cities highlight the role of technology (e.g., Nairobi’s digital matatu tracking) in reducing corruption and arbitrariness. Lagos could pilot blockchain-based

fare systems or AI traffic management to enhance transparency.

Cautionary Notes:

- Nairobi’s reforms initially increased fares, pricing out low-income riders—a risk for Lagos if formalisation neglects subsidy frameworks.
- Johannesburg’s Rea Vaya faced equity critiques for bypassing informal settlements, a pitfall Lagos must avoid by embedding BRT routes in underserved areas.

By synthesising these lessons, Lagos can craft a governance model that respects informality while advancing systemic coherence—a balance vital for cities where the informal sector is not a problem to solve, but a partner to engage.

2.2.3 Global Benchmarks

Globally, cities such as Bogotá and Curitiba provide empirical evidence of the effectiveness of integrated transport systems and participatory governance models. Bogotá’s TransMilenio system, for instance, illustrates how clear regulatory frameworks and multi-level governance can enhance urban mobility. These lessons are particularly pertinent for Lagos, where institutional coordination remains a significant challenge (Peters & Pierre, 2016).

This section underscores the critical factors influencing transport governance outcomes in Lagos by synthesising findings from these local, regional, and global case studies(see

Table 2). It identifies actionable insights for policy and enforcement improvements.

Table 2: Comparative Practices in Urban Transport Governance

City	Governance Practice	Outcome	Relevance to Lagos
Bogotá	Integrated BRT system with clear regulatory roles.	Reduced congestion and improved mobility.	A model for Lagos’ BRT.
Curitiba	Comprehensive land-use and transport planning.	Increased public transport efficiency.	Applicable for planning.
Nairobi	Reforms to regulate matatus (informal buses).	Mixed results due to enforcement gaps.	Insight into informal transit.

Source: Author’s literature Survey, 2024

3. Methodology

This study employs a qualitative case study design to investigate the regulatory frameworks and enforcement mechanisms shaping urban transport governance in Lagos, Nigeria. Grounded in Yin’s (2018) framework, the case study approach is particularly suited to unravelling the complexities of governance within a specific context, enabling an exploration of systemic challenges—such as institutional fragmentation and informal sector dynamics—while capturing the unique socio-

political realities of Lagos as one of Africa’s largest megacities.

Data were collected through a mixed-methods strategy to ensure methodological rigour. Primary insights were derived from semi-structured interviews and focus group discussions with 25 purposively selected stakeholders, including government officials from the Lagos State Ministry of Transportation, LAMATA, and LASTMA, who provided perspectives on policy design and enforcement challenges. Informal transport operators like danfo and okada drivers shared firsthand experiences with

regulatory pressures. At the same time, commuters and community leaders illuminated the everyday impacts of transport governance on mobility and equity. Three focus groups further enriched the data by fostering dynamic discussions on systemic inefficiencies and potential reforms.

To complement these primary sources, secondary data were drawn from policy documents (e.g., the Lagos State Traffic Law), institutional reports from LAMATA and international agencies, peer-reviewed studies on comparable African cities, and media analyses of public responses to transport policies. This triangulation of data sources and thematic analysis ensured a robust examination of recurring patterns. Transcripts and documents were systematically coded to identify regulatory fragmentation, enforcement corruption, and informal sector marginalisation. Comparative analysis with cases like Nairobi's matatu reforms and Bogotá's BRT system contextualised Lagos' challenges within broader global discourse, while triangulation mitigated biases and strengthened validity (Patton, 2015).

Ethical rigour was maintained through informed consent, anonymisation of participants, and transparent reporting. However, the study acknowledges limitations: its Lagos-centric focus restricts generalizability to other Nigerian cities. At the same time, gaps in institutional data and sporadic participation from informal operators may narrow the depth of specific

analyses. Despite these constraints, the methodology offers a nuanced foundation for diagnosing governance gaps and proposing context-sensitive solutions, balancing empirical depth with theoretical relevance to advance urban mobility scholarship in the Global South 4. Findings and Discussion

4.1 Regulatory Frameworks: Fragmentation and Integration Challenges

The study identifies a complex interplay of formal and informal systems characterising Lagos' regulatory frameworks (see Table 3). Formal institutions such as the Lagos Metropolitan Area Transport Authority (LAMATA) and the Lagos State Traffic Management Authority (LASTMA) are tasked with policy development and enforcement, respectively. However, the lack of integration between these agencies and informal transport operators—such as danfo buses and okadas—creates a regulatory vacuum. This gap fosters non-compliance and undermines the effectiveness of formal rules, such as the Lagos State Traffic Law of 2012 (Akinyemi, 2019).

Comparatively, cities like Nairobi have adopted phased approaches to integrating informal operators into formal systems, demonstrating that inclusive policy design can lead to better compliance (Cervero, 2013). Lagos can benefit from such strategies by leveraging technology and community engagement to bridge the formal-informal divide. The table below presents the key urban transport governance.

Table 3: Analysis of Key Themes in Lagos Urban Transport Governance

Theme	Key Findings	Implications	Recommendations
Regulatory Frameworks	Fragmented regulatory structures with overlapping roles between LAMATA, LASTMA, and local governments.	Inefficiencies and conflicts in policy implementation.	Harmonise roles through a centralised urban transport regulatory body with clear mandates.
Enforcement Mechanisms	Inconsistent enforcement due to resource constraints, corruption, and public mistrust.	Weak adherence to traffic laws and low public confidence in enforcement agencies.	Invest in capacity building, introduce automated systems, and ensure accountability to rebuild trust.
Informal Transport Integration	Resistance from danfo and okada operators to formalisation efforts; lack of structured dialogue platforms.	Prolonged conflicts and reduced compliance with formal transport policies.	Establish a participatory framework involving informal operators in policy development and execution.
Stakeholder Perspectives	Divergent views between government agencies and transport unions; lack of comprehensive commuter feedback.	Misaligned priorities lead to ineffective policies.	Create multi-stakeholder platforms for regular engagement and feedback collection.
Comparative Lessons	Successful integration models in Nairobi (matatus) and Bogotá (TransMilenio) highlight governance and inclusivity.	Lagos' governance lacks the inclusivity and systematic planning seen in these cities.	Adapt lessons from global benchmarks, including phased formalisation and participatory governance models.
Sustainability Practices	Limited investment in non-motorised	Urban transport remains carbon-	Develop pedestrian and cycling infrastructure;

transport and green intensive and incentivise electric and mobility solutions. neglects hybrid vehicles. environmental goals.

Source: Author's Field Survey, 2024

4.2 Enforcement Mechanisms: Gaps and Innovations

The enforcement landscape in Lagos faces multiple challenges, including insufficient resources, corruption, and public mistrust. Interviews with LASTMA officials revealed logistical constraints such as inadequate vehicles and communication tools, limiting their capacity to enforce traffic laws effectively. Additionally, anecdotal evidence from commuters highlights instances of bribery, which erode public confidence in enforcement agencies (Olufemi, 2022).

Despite these challenges, there are promising innovations. For instance, pilot projects involving automated traffic cameras have shown potential in reducing human involvement and associated corruption risks. Furthermore, integrating mobile payment systems for fines offers a transparent and efficient enforcement mechanism (Litman, 2020).

4.3 Stakeholder Perspectives: Conflicts and Opportunities

Stakeholder interviews revealed divergent perspectives on urban transport governance. Informal transport operators perceive regulatory frameworks as exclusionary, while policymakers argue that these measures are necessary for public safety and

urban planning. The lack of a formal dialogue platform exacerbates these tensions, leading to periodic conflicts, such as the protests against the ban on okadas in specific areas of Lagos (Gbadamosi, 2021).

However, opportunities exist for fostering collaboration. The Bus Rapid Transit (BRT) system exemplifies a successful public-private partnership that balances government oversight with private sector innovation. Expanding such models and engaging informal transport unions in policymaking could improve compliance and operational efficiency (Olukoju, 2020).

4.4 Comparative Analysis: Lessons from Global Benchmarks

The success of integrated urban transport systems in cities like Bogotá and Curitiba provides valuable lessons for Lagos. Bogotá's TransMilenio system, for instance, effectively combines regulatory oversight with participatory governance, ensuring widespread stakeholder buy-in. Similarly, Curitiba's focus on multi-modal integration offers a blueprint for harmonising transport modes within a unified framework (Peters & Pierre, 2016).

Adopting these approaches requires sustained political will and investment. For Lagos, this could mean expanding the scope

of LAMATA’s authority to oversee planning and enforcement while aligning transport reforms with broader urban development goals.

4.5 Sustainability and Future Directions

The findings emphasise the need for sustainable practices in Lagos’ urban transport system. Current policies lack a focus on non-motorised transport infrastructure, such as pedestrian pathways and cycling lanes, which are critical for reducing congestion and promoting

environmental sustainability. Additionally, incentivising the use of electric and hybrid vehicles could position Lagos as a leader in green urban mobility in Africa (Litman, 2020).

Investments in research and development, coupled with international collaborations, can further drive innovation in urban transport governance. Lagos can address its immediate mobility challenges by prioritising sustainability while preparing for future urban growth. SWOT analysis (see table 4) can be instrumental in analysing Urban transport governance.

Table 4: SWOT Analysis of Lagos Urban Transport Governance

Strengths	Weaknesses	Opportunities	Threats
Existing BRT system.	Institutional fragmentation.	Smart technology adoption.	Resistance from the informal sector.
Presence of the LAMATA framework.	Inconsistent enforcement.	Public-private partnerships.	Perceived corruption.

5. Policy Recommendations

To address institutional fragmentation and streamline governance, Lagos must prioritise harmonising its regulatory frameworks across transport institutions. A critical first step is establishing a unified urban transport policy that clarifies the roles of agencies like LAMATA (planning) and LASTMA (enforcement), eliminating overlaps that currently breed inefficiencies. For instance, delineating jurisdictional boundaries for BRT corridors versus informal routes could resolve conflicts in traffic management. Complementing this, periodic legislative

reviews—informed by evolving urban mobility needs—would ensure policies remain adaptive, as seen in Bogotá’s iterative updates to its TransMilenio governance model (Olukoju, 2020). Strengthening legislative oversight, as Peters and Pierre (2016) advocated, would further institutionalise accountability, mandating transparency in budget allocations and compliance reporting. Enforcement mechanisms require parallel reforms to rebuild public trust and efficacy. Capacity-building initiatives for LASTMA personnel, including training on conflict resolution and

ethical enforcement practices, could mitigate corruption risks. Pairing this with innovative technologies—such as automated traffic cameras and digital fine systems—would reduce human discretion, a strategy Litman (2020) credits with curbing bribery in cities like Nairobi. Additionally, allocating resources for modern patrol vehicles and communication tools, as Gbadamosi (2021) emphasises, is vital to enhance operational reach and responsiveness.

Effective governance hinges on inclusive stakeholder engagement. Establishing formal dialogue platforms—such as quarterly forums with danfo unions, okada associations, and commuter advocacy groups—would bridge the current trust deficit. This approach aligns with Cervero’s (2013) findings on Nairobi’s matatu reforms, where negotiated licensing fostered compliance. Expanding public-private partnerships (PPPs), modelled after Lagos’ BRT success, could further leverage private sector innovation in fleet management and fare systems while ensuring policies reflect grassroots realities through participatory design.

Finally, sustainability must be embedded into Lagos’ transport DNA. Incentivising cleaner vehicle technologies—via tax breaks for electric buses or hybrid retrofits—would align with global climate goals, while prioritising non-motorized infrastructure (e.g., protected cycling lanes in Ikoyi or pedestrian zones in Alimosho) could reduce emissions and enhance equity for low-income commuters. Crucially, integrating transport planning with broader urban development initiatives—such as transit-oriented housing near BRT hubs—would ensure mobility strategies advance Lagos’s holistic growth, as Litman (2020) underscores in sustainable urbanism frameworks. Together, these measures offer a roadmap to transform Lagos’ transport governance from fragmented to cohesive, balancing regulatory rigour with the flexibility needed to engage its vibrant informal sector. The policy overview is discussed below (see Table 5).

Table 5: Policy Recommendations Overview

Recommendation	Expected Impact	Feasibility
Unified transport policy.	Streamlined operations and reduced inefficiencies.	High
Investment in enforcement tech.	Minimized corruption and improved compliance.	Medium
Stakeholder dialogue platforms.	Enhanced policy acceptance and integration.	High

Source: Author’s Field Survey, 2024

6. Socioeconomic Impacts of Informal Transport

This study highlights the intricate challenges and opportunities in Lagos’ urban transport governance. Key findings include the need for cohesive regulatory frameworks, improved enforcement mechanisms, and enhanced stakeholder collaboration. The dominance of informal transport systems and institutional fragmentation remain significant barriers, but the success of initiatives like the BRT system illustrates the potential of public-private partnerships and innovative governance models.

Policy recommendations emphasize harmonized regulatory frameworks, investments in enforcement capacity, stakeholder engagement, and sustainable practices. By adopting these strategies, Lagos can address its urban mobility challenges and serve as a model for other African cities facing similar issues.

Future research should explore the scalability of these recommendations in different urban contexts and assess the long-term impacts of

governance reforms on urban mobility and socio-economic development.

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