



Who pays for the pavement?

Lagos funds roads, rail and waterways at scale and spends most of what it approves. Its walking and cycling policy commits 40% of the street infrastructure budget. In four years of project tables, one small line names pedestrians and none names footpaths or cycling.

2,313

capital project lines
Lagos reported, 2023 to
mid-2026, all searched

1

recurring line naming
pedestrians, for
pedestrian bridges with
slip roads and road
bridges

N200m

that line in 2026,
0.009% of N2.34trn
capital

0

lines naming footpaths,
crossings or cycle lanes

40%

of the street
infrastructure budget
committed to walking
and cycling in the policy

FINDINGS



Walking has no programme in the state budget.

The one line naming pedestrians stayed at N150m to N200m while capital rose from N1trn to N2.3trn. Footpaths inside road projects are not reported.



Lagos plans walking; what is built comes with transit loans.

Two 2014 master plans, the policy and a 2024 transport policy set walking goals. Bus corridor walkways are financed by AFD and IFC loans the state repays; a 500m pilot was a GIZ grant. Terms of reference for an AFD-funded master plan update require a costed walking plan.



Lagos spends what it budgets.

It spent 94% of final capital in 2023 and 86% in 2024 and 2025, and 81% to 100% of the pedestrian-bridge line in each full year.



Other road funding has no footpath clause.

Tax credit approvals over N3.96trn and council allocations of N5.5trn nationally in 2025 carry no footpath requirement.

SIX MOVES FOR LAGOS



Publish the walking plan and fund it. Turn the cost estimate in the AFD-funded plan into a multi-year budget programme.



Name the programme line. Widen the pedestrian-bridge line into a walking and cycling line with an annual total.



Report the walking share. Require large road and transit projects to report spending on footpaths, crossings and cycle tracks.



Add a footpath clause. Require footpaths and safe crossings on tax credit, lender and large state roads.



Name the owner and keeper. Assign each footpath to one body and fund no new street space without a maintenance partner.



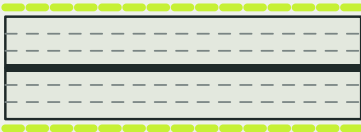
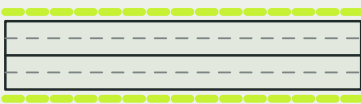
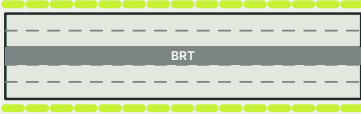
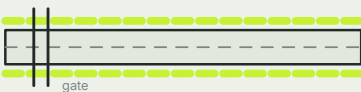
Count before and after. Survey travel, record deaths by road user and count every funded scheme.

Based on Lagos State budget implementation reports 2023 to 2026 (every capital project line), approved budgets 2022 to 2026, procurement registers, Lagos transport plans and policies, lender project records, FRSC and WHO data, and road tax credit records. Full sources in the report.

Different money builds different roads, and none names the footpath

Who pays for which roads in Lagos

Six kinds of road, their main payer and a real example

ROAD TYPE AND PAYER	ROAD (PLAN), FOOTPATH EDGES IN LIME	EXAMPLE AND FOOTPATH STATUS
 Federal expressway in Lagos Companies, through tax credits		Apapa to Oshodi Expressway Dangote, 35km, N72.9bn No footpath requirement in the approval
 Port and regional access road Companies, through tax credits		Lekki Deep Sea Port access road Dangote, 54.2km, N85.8bn No footpath requirement in the approval
 State expressway and arterial Lagos State capital budget		Lekki-Epe Expressway, three lines N175.2bn in the 2026 budget Inside the project, not reported
 BRT and rail corridor LAMATA, with lenders		Mile 12 to Ikorodu BRT, US\$314.6m project Blue Line rail, N179.5bn in 2026 Footbridges added late; station access not costed
 Local street Local councils		Lagos's 20 councils N37.8bn in June 2025 alone Council-owned; spending not published
 Estate and private road Residents, developers, companies		Oniru road, Victoria Island, 5km Access Bank, under tax credits Frontages built to no common standard

Examples illustrate each channel. Lime edges mark footpaths with no named owner or budget.

WORK WITH US

Everyday Infrastructure is a philanthropic funder based in Lagos. Our mission is to make walking and cycling in Nigerian cities safe and dignified. Read the full report and get in touch at everydayinfra.com.