

Lekki Toll Road Concession

Frequently Asked Questions

What principal benefits should road users expect from the rehabilitation and upgrade of Lekki-Epe Expressway?

A better road user experience. Improved convenience (breakdown/recovery assistance, ambulance services, call centre, route patrols, etc); shorter and more predictable journey times; and improved safety through a better structured and regulated driving environment, and safety features along the road (eg, well-maintained road, street lights, traffic lights, pedestrian overhead walkway bridges, road markings, bus lay-byes, etc).

Why will LCC be charging tolls for use of Lekki-Epe Expressway in future?

Tolls are the primary source of revenue with which LCC will recoup the cost of its investment in the road, and the costs of operating and maintaining the road over the 30-year Concession Term. This is in line with the PPP Model under which our Concession Mandate from LASG was granted in April 2006.

Some people believe that the road is “free” and that tolls will be an increase in their costs. Why then does LCC see things differently?

It is misleading to say that the road, in its present condition, is “free” since road users actually suffer indirect or ‘hidden’ costs when they use the road daily. Examples of such costs include higher fuel consumption when vehicles sit idle in traffic; higher repair and maintenance costs from more frequent vehicle breakdown and damage (e.g., broken suspensions when you hit an unexpected pothole); time lost or even business or employment opportunities lost when stuck in traffic; high incidence of stress-related illnesses caused by worry and frustration about traffic; sub-optimal real estate values owing to poor access to and from the Lekki Axis. The tolls, while being affordable, will be a direct method of paying for use of what will be a significantly improved and well-maintained road in future. People often focus on the direct cost of the tolls because they are visible. They forget, however, to offset this against the savings they will make in indirect costs after they have a better road, as such indirect costs are ‘hidden’ and not easily identifiable. The tolls will represent value for money to road users.

When will LCC start charging tolls for use of Lekki-Epe Expressway?

Tolling will be introduced progressively over the next two and a half years. The first Toll Plaza, which is currently under construction between ExxonMobil Bridge and Lekki Phase I Roundabout, is scheduled for opening during the last quarter of 2009.

If people do not want to pay the tolls, how will they avoid the Toll Plazas? Will there be Alternative Routes?

Yes, there will be Alternative Routes around each of the three Toll Plazas. It is LASG’s, and not LCC’s, responsibility to construct these. For example, the Oniru Market Road was constructed to provide an Alternative Route around the first Toll Plaza. Note, however, that as the design of the new Lekki-Epe Expressway is an ‘open Toll Road design’, road users will still be able to use the Expressway by turning on and off at designated entry and exit points, and by bypassing the Toll Plazas using the designated Alternative Routes. For example, the completed 2km section of Ozumba Mbadiwe Avenue will not have any Toll Plazas. If a road user stays within Victoria Island, he/she will pay no tolls for using this 2km section of the road, or the new Falomo Bridge on-ramp that LCC is constructing to ease the Law School traffic bottleneck.

Is it true that LCC will be able to raise toll prices however it likes, and make “super profits” out of road users?

No, this is untrue. The Toll Prices are subject to regulatory control by the Roads PSP Board, a regulatory body set up by LASG pursuant to the Lagos State Roads Law 2004.

How come two out of the 3 Toll Plazas being constructed will be located in Eti-Osa Local Government Area?

The 3 Toll Plazas being constructed along Lekki-Epe Expressway are evenly spaced 10km apart, and positioned to capture revenue at convenient locations. The fact that 2 of them fall within Eti-Osa LGA is simply coincidence, and reflects the fact that Eti-Osa LGA covers the major part of LCC’s Concession Area.



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Why are fences being built along the perimeter of the Right-of-Way?

The fences are being built primarily for safety reasons, especially so that pedestrians (or even animals) do not run across the road where fast-moving traffic is passing, thereby constituting either a danger to themselves or to drivers and passengers of oncoming vehicles. Some overhead walkway bridges will be constructed along the road, as well as special provision made at roundabouts/interchanges, so that pedestrians can cross safely at designated locations, and potentially life-threatening accidents avoided.

Why did LASG authorize LCC to begin closing direct access to and from Lekki-Epe Expressway from 7th April onwards?

The new Lekki-Epe Expressway has been designed to comply with International Standards. In such road systems, access to and from the highway is controlled through designated entry and exit points, to improve efficiency and effectiveness of traffic flow, and to promote safety. The situation that currently exists along Lekki-Epe Expressway, whereby many individual properties directly access the Expressway at very short space intervals, is therefore incompatible with the type of highway we are constructing. LASG also asserts that C-of-Os granted by the State do not authorize property owners to access the Expressway directly. The current situation is highly inefficient and unsafe, and will need to change, especially as we conduct the construction works. Direct accesses will be closed progressively. Properties that will have no other means of access if their direct access were closed immediately are being given temporary access, however, while alternative solutions are found.

Will LCC be constructing the access and feeder roads that will join onto Lekki-Epe Expressway?

No. This falls outside the scope of LCC's Concession Mandate. LASG is responsible for providing access and feeder roads adjoining Lekki-Epe Expressway.

People say that LCC has been taking their land to use for the road. Is this true?

No, this is untrue. LASG is responsible for providing LCC with the Right-of-Way free of encumbrances, so that LCC can in turn undertake the construction works. LASG is therefore responsible for requisitioning the land and for paying compensation to affected landowners, and not LCC. The coordinates of the Right-of-Way are contained in various Lagos State Government Official Gazettes.

If people have questions about their land being requisitioned, or about how to obtain compensation for their requisitioned land, to whom should they address their queries?

They should contact the Director of Lands, Lagos State Ministry of Lands.

What does it actually mean for the Right-of-Way to be provided by LASG to LCC free of encumbrances, and whose responsibility is it to clear it?

"Free of encumbrances" means that when the Right-of-Way is handed over to LCC by LASG, it has to be clear of obstacles, physical structures or other installations, which would prevent LCC being able to undertake the construction works. These encumbrances typically include electricity infrastructure (e.g., PHCN pylons, cables, etc), buried infrastructure (PTO fibre-optic cables, electricity cables, water pipes) and other utilities, property perimeter walls, illegal vendor stalls, and illegal settlements. LASG is responsible for clearing the Right-of-Way, and usually does this through the Ministry of Environment and/or the Ministry of Physical Planning & Urban Development, respectively. Where LCC does any clearance work, this is usually with the cooperation of the relevant property owners, and restricted to within the approved Right-of-Way.

How can people obtain further information about LCC, the project, and the construction works?

Most people contact us electronically by email (info@lcc.com.ng) and by SMS (08083737779), or in writing at 11th floor, Zenon House, 2 Ajose Adeogun St, Victoria Island, Lagos.



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