BRT Development and Associated Institutional Building Aspects

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Presented by: Dr Frederic Oladeinde
Director, Corporate and Investment Planning
Lagos Metropolitan Area Transport Authority (LAMATA)
The Lagos BRT

* The Bus Rapid Transit (BRT) was introduced as a quick intervention to reduce the challenges facing PT in Lagos

* Corridor selection: gateway corridor linking suburban areas of the state to the major Central Business District of the state (Ikorodu to Lagos Island)

* Implementation: the BRT was implemented in 2 phases:
  - BRT Lite
  - BRT Ext
Overview of the BRT Cont’d

* BRT Lite
  Route: **Mile 12 - CMS**
  Launched in 2008
  **22km** corridor
  Bilateral running lane
  Over **150,000** passengers/day

* BRT Extension
  Route: **Ikorodu - Mile 12**
  Implementation commenced in 2012
  Construction works completed in 2015
  An extension of the BRT Lite by **13.5km**
  Median running lane
  ~ **250,000** passengers/day
Implementation Framework

Lagos State Government (LAMATA)
- Regulation
- Provision of Infrastructure
- Enforcement of the BRT Law
- Provision of Security
- Provision of Traffic Safety Measures

Private Sector (Operator, Financing Bank, Ticketing System Provider, Media)
- Acquisition of Buses
- Operations of scheme
- Acquisition and Management of Staff
- Rolling Stock Funding
- Revenue Protection Strategy
- Public Enlightenment
BRT Implementation Strategies

❖ Planning
- Route selected based on the following Criteria:
  ❖ Gateway corridor
  ❖ High traffic demand
  ❖ Less Resettlement Action Plan

❖ Studies
  ❖ Feasibility study conducted by ITP
  ❖ Design consultant appointed

❖ Stakeholder collaboration
  ❖ Study tours with union executives
  ❖ Series of high level meetings with Union members
  ❖ Involvement of senior politicians
  ❖ Inauguration of BRT implementation committee
Civil Infrastructure

- BRT Lanes
- Bus Terminals
- Bus Shelters
- Bus Depots
- Pedestrian Access Bridges
- Traffic Signalization
- Road Furniture
BRT Infrastructure

BRT Lite Bus Shelter

BRT Ext Bus Shelter
Mile 12 Bus Terminal
BRT Buses

434 Buses for the 35.5km Corridor

Physically Challenged Provision
Lagos State has developed a Control Centre for BRT operations.

- For Monitoring and coordinate bus operations
- To respond to mechanical breakdowns
- To manage on-time performance/ countdown display
- To implement emergency response procedures
Ticketing System Components

- Electronic Paper Ticket
- Smart Cards
- Different types of Handheld Validators
- Bus Validator

Sample Backend Report

A commuter using the Smart Card on the Bus
Traveller Information System at TBS
BRT Impact

- Reduction of Fares by 40%
- Reduction of Travel time by 25%
- Reduction in Waiting time by 25%
- Job Generation – Over 2000 jobs
- Reduction in air pollution by 10%
Third BRT from Oshodi to Abule-Egba under construction
Ingredients of a successful BRT System

- Franchise and Concession framework
- Operations
- Infrastructure
- Funding

An appropriate institution is needed to oversee the 4 aspects.
Creating a successful Transport Institution

- Political champion
- Strong legislative backing
- Professional and dedicated workforce with a technical champion able to influence politicians
- Dedicated, predictable sources of funding
- Formal public/private sector consultation, communications processes
- Implementing a successful programme like the BRT as quickly as possible
Key issues in setting up Transport institutions

- Legal basis
- Jurisdiction
- Functions
- Manpower profile and size
- Management structure and accountability
- Leadership of the institution
- Financing
Key features underlying LAMATA’s design

• Legal basis
  ➢ LAMATA Act
    * Clarity of functions
    * Semi autonomy
    * Consolidation of responsibilities

• Jurisdiction –
  ➢ Metropolitan Lagos covering 17 of the 20 Local Government areas of Lagos State
  ➢ Coverage of the Declared Road Network which covers the public transport network

• Functions –
  ➢ Plan, Co-ordinate, regulate and implement public transport within the Lagos Metropolitan Area
• **Source of Manpower**
  - Open market
    - Recruitment is also sometimes undertaken via agencies avoiding situations whereby pressure is placed on LAMATA to employ favored candidates.
  - Existing civil service with good potentials
    - As they have the advantage of knowing the system better
  - Headhunting
    - Widening the net to beyond Nigeria so has to engage staff with experience abroad
  - Salary pitched at private sector level
  - In addition, LAMATA constantly undergo rigorous staff training needs assessment identifying the types of training needed by staff to support them in their functions.

• **Leadership of the institution**
  - MD/CEO
  - Governance was formally chair of a 13-member Board representing different stakeholders but this was quickly abolished by the State Governor
Financing

- Government budgetary allocation
- Developmental Banks/Donors – World Bank & AFD
- Transport Fund - Plate Number, Vehicle License, Drivers License, Hackney Permit,
Lessons Learned

• Political champion required to drive the institution and BRT initiative
• Legislative, institutional and management changes are essential before real BRT impact can be achieved.
• Availability of qualified and experienced staff led by a technical champion who communicate effectively to politicians.
• Immediate impact – to show the relevance of the authority in implementing BRT
• Adequate source of funding for sustainability - Transport Fund
Lessons Learned (2)

- The BRT concept has proven its value, therefore rated as an acceptable solution in the alleviation of transportation problems in Lagos.

- BRT is highly commendable and has received adequate support from the community and all stakeholders involved.
Key success factors

**Internal Capacity**
- Has the technical capacity and financial resources to discharge its responsibilities

**External Support**
- Has influential champions to back it up

**Public Value**
- Being able to provide facilities that are of public value
Thank You