

BRT Development and Associated Institutional Building Aspects

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Abuja, Nigeria

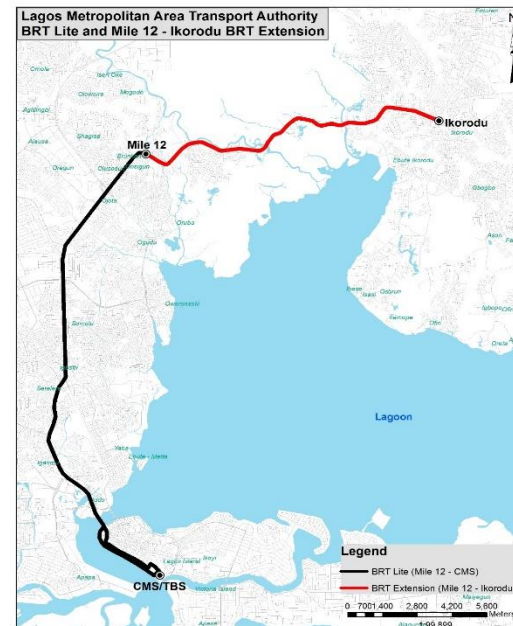
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Lagos Metropolitan Area Transport Authority (LAMATA)

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



BRT Control Centre

- 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

Transaction Management | Home » Transaction Management » Bus » Debit Transactions

Search: Quick Search [] Apply Reset ? Basic Search

Date Type: All From: 2014-03-26 00:00 To: 2014-04-25 23:59 Tin Type: All

Terminal: All SAM CAN Card ID: Card Type: All

Bus Route: All Bus Plate: All Boarding Stop: All Alighting Stop: All

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Txn Type	Bus Route	Bus Plate	Terminal	Amnt (NGN)	Boarding Time	Alighting Time	Boarding Stop	Alighting Stop	Status	Detail
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Sample Backend Report



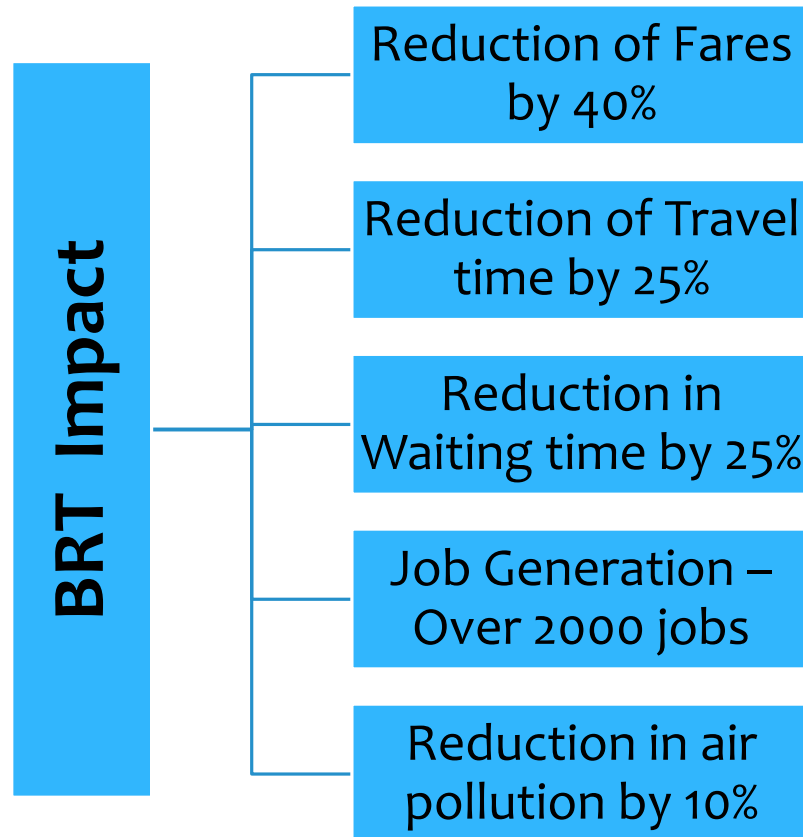
A commuter using the Smart Card on the Bus



Traveller Information System at TBS



BRT Impact



Third BRT from Oshodi to Abule-Egba under construction

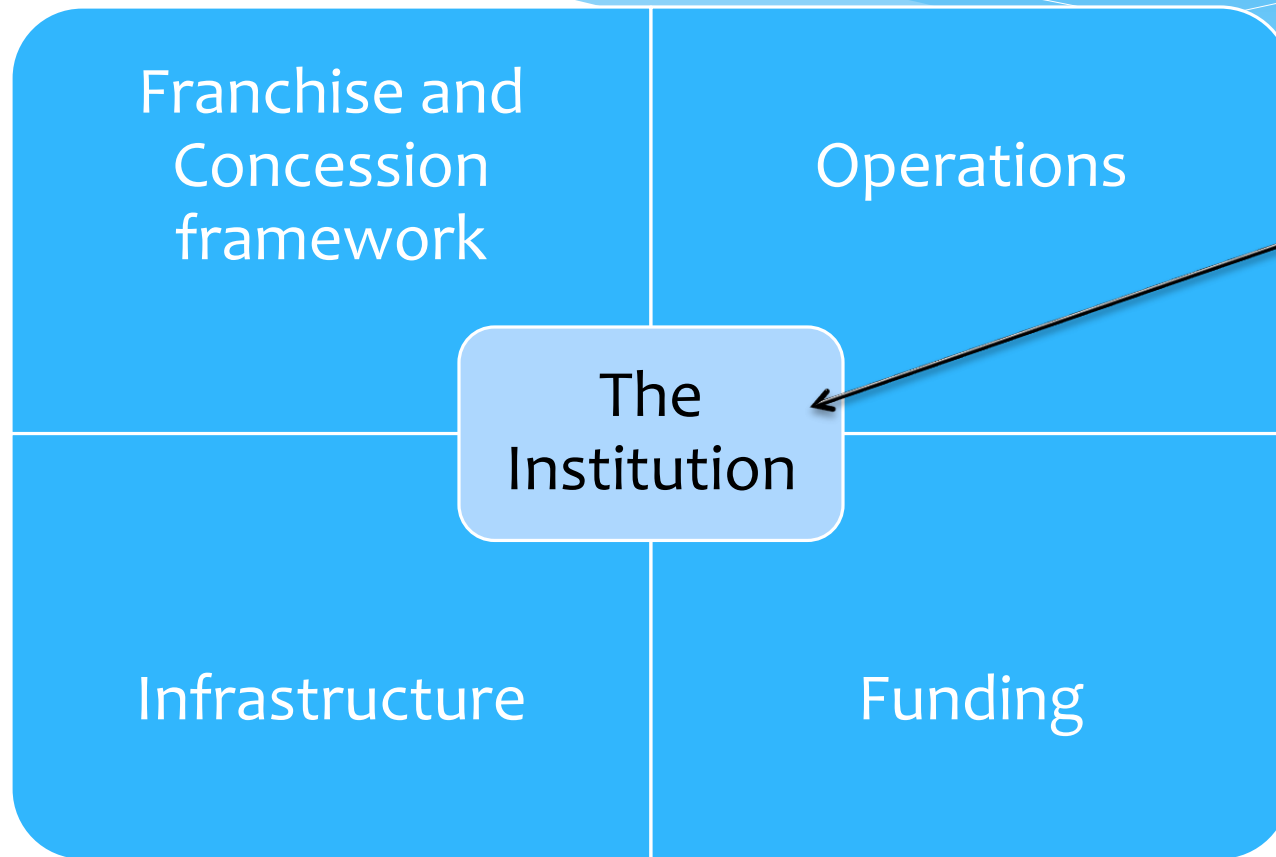


Future Lagos BRT Network

BRT Routes



Ingredients of a successful BRT System



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



Key features underlying LAMATA's design (2)

- 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)

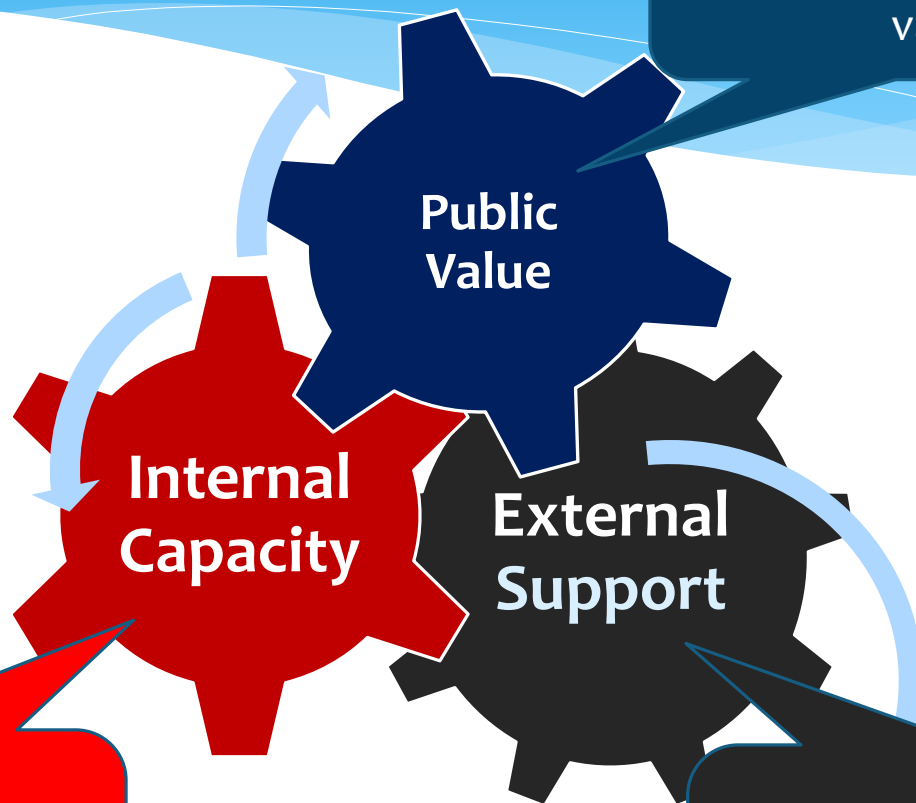
- The BRT concept has proven its value, therefore rated as an acceptable solution in the alleviation of transportation problems in Lagos.
- BRT is highly commendable and has received adequate support from the community and all stakeholders involved.





Key success factors

Being able to provide facilities that are of public value



Has the technical capacity and financial resources to discharge its responsibilities

Has influential champions to back it up

Thank You

