



ROLE OF BETTER INSTITUTIONAL FRAMEWORK IN PROMOTING PUBLIC TRANSPORT

At the

Conclave of Champion Cities in Sustainable Mobility from Asia and Africa

April 9, 2015

India Habitat Centre, New Delhi

By

Onaolapo Odejayi

Transport Economist, Planning Unit

Lagos Metropolitan Area Transport Authority (LAMATA)

KEY MILESTONES IN THE PUBLIC TRANSPORT SYSTEM

- Implementation of the first BRT in Sub-Saharan Africa – March 2008
- Implementation of the first Bus Franchise Scheme – August 2009
- Commencement of the construction of the first passenger rail scheme (Blue Line) – August 2010
- Commencement of the extension of the existing BRT to Ikorodu
- Development of a Strategic Transport Master Plan to 2030
- Launching of the common ticketing system (Lagos Connect Card) – July 2013



Paper Ticket



Lagos Connect Card
(Electronic Card)



TRANSFORMATION

Going from chaos



To order



Water transportation has been improved upon with the provision of proper ferries and implementation of better policies



TRANSFORMATION



Before



After



TRANSFORMATION

Going from chaos



To order



The **BRT** provided a welcome change to the previous chaos in public transportation in Lagos



BRT LITE



- Service coverage – Mile12 – TBS
- 22km corridor
- Segregated lane
- 3 terminals, 26 stops, depot
- Lane marking and signage
- \$1.4m per km compared to \$6m per km for the well known premium BRT systems
- Government provided infrastructure, regulation, route planning and operational methodology.
- Private sector provided buses, recruiting & training of personnel and manages operations



ACHIEVEMENTS

- Daily ridership well exceeds 220,000
- Average waiting time of 10mins
- Over 113 million ridership since inception
- Reduction of travel time by 30%
- Building private sector capacity
- Generation of over 2,000 employment (Direct& Indirect)
- Fare reduced by about 40%
- Reduction in air pollution along the corridor by 13%



TRANSFORMATION



Lanes with pedestrian bridge



Bus depot undergoing construction at Mile-12

BRT Extension



Completed BRT lanes



TRANSFORMATION

Going from chaos



Ikorodu road before intervention



Upon completion, the **rail** is set to radically improve commuter experience using public transport

To order



Ikorodu road after intervention



TRANSFORMATION



Rail track undergoing construction at the National Theatre, Iganmu



Rail track traversing the city



Side view of a Station undergoing construction

LRMT



PUBLIC TRANSPORT SCENE IN LAGOS BEFORE LAMATA

- Highly fragmented
 - Prevalent use of low capacity buses
 - Sub-standard service
 - Use of rickety vehicles
 - High level of air & noise pollution
 - Absence of organised private sector
 - Mainly road based
 - Multiple agencies with overlapping roles and no major coordinator
-



TRANSPORT AGENCIES IN LAGOS

- Federal Road Safety Commission (FRSC)
- Vehicle Inspection Office (VIO)
- Lagos State Ministry of Transportation (MOT)
- Traffic Unit of the Nigeria Police
- Lagos State Traffic Management Authority (LASTMA)
- Lagos State Waterways Authority (LASWA)
- Motor Vehicle Administration Agency (MVAA)
- Ministry of Works and Infrastructure
- **Lagos Metropolitan Area Transport Authority (LAMATA)**



TRANSFORMING PUBLIC TRANSPORT

- A number of studies were conducted between 1988 – 1996 to address the derelict public transport situation in Lagos
 - Recommendations led to the creation of an **institutional framework** with the major objective of improving public transport services, especially for the poor
 - Furthermore, Lagos State Government, with assistance from the Federal government and World Bank, designed the **Lagos Urban Transport Project (LUTP)** to support the state's transport policies and strategies
 - This led to the establishment of the **Lagos Metropolitan Area Transport Authority (LAMATA)** as the institution designated to implement LUTP
-



LAGOS METROPOLITAN AREA TRANSPORT AUTHORITY (LAMATA)

Jurisdiction over the Transport Sector

- The Lagos Metropolitan Area Transport Authority (LAMATA) was created by an act signed into law on January 13, 2002 to plan, implement and regulate transport in the metropolitan area

Regulatory Framework

- The LAMATA Law – LAMATA Act 2007
- BRT Regulations – BRT Act 2007
- Rail Safety Law (in progress)

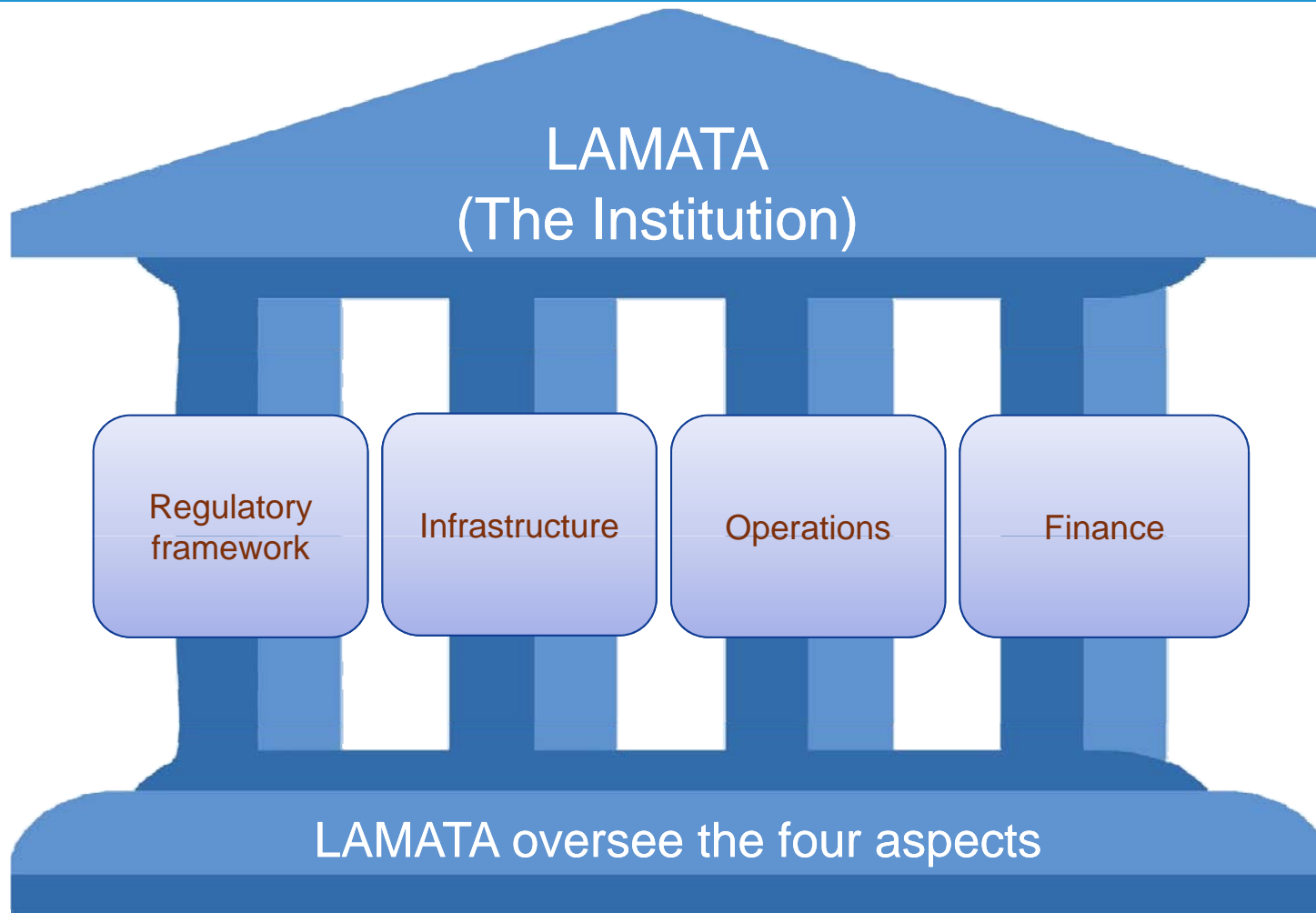


MANDATE OF LAMATA

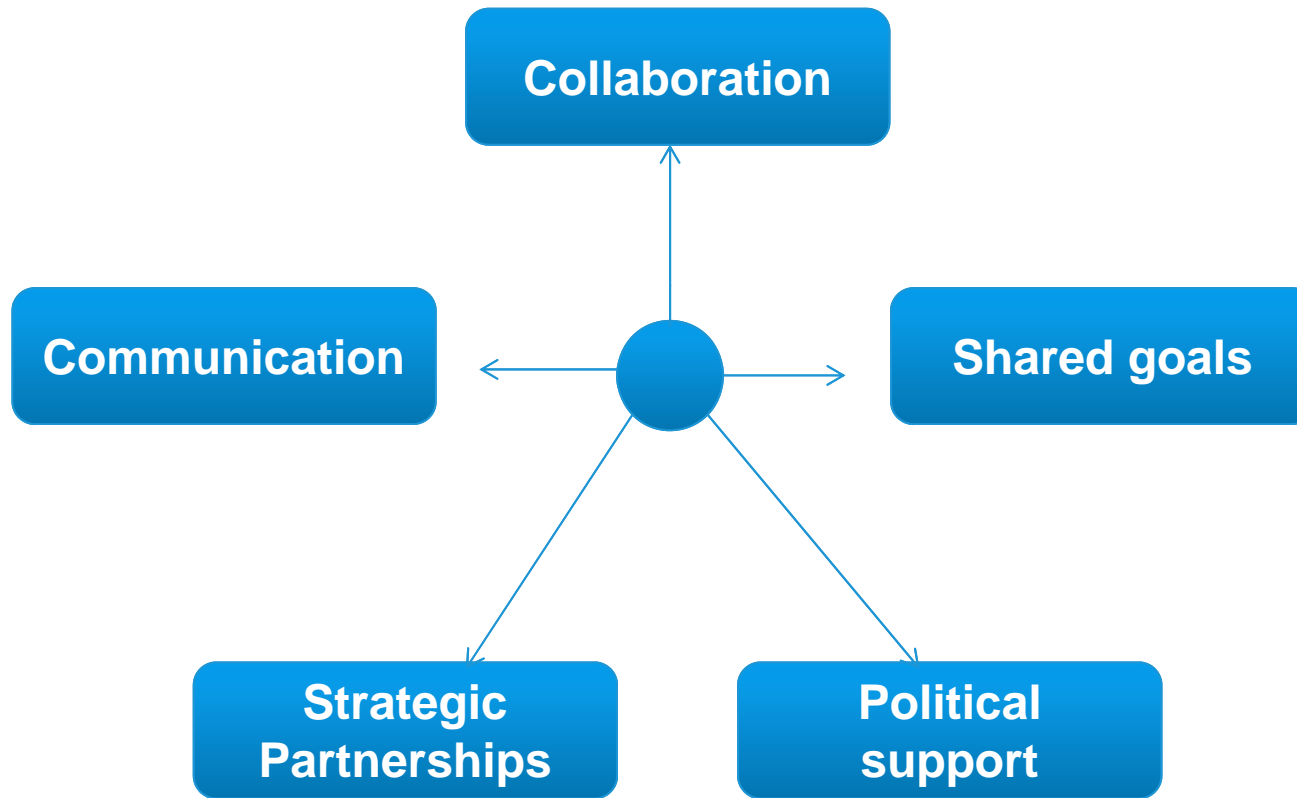
- Sector wide coordination & management
- Implementing agency for Lagos Urban Transport Project
- Regulatory authority for public transport operations
- Integrated, multi-modal Public transport system implementation
- Management of the Declared Road Network
- Power to issue and regulate franchising of all modes of transport
- Urban Transportation Planning which includes the development of a Strategic Transport Master Plan (STMP)



LAMATA – THE INSTITUTION



KEY FACTORS FOR SUCCESSFUL COOPERATION IN PUBLIC TRANSPORT PLANNING IN LAGOS



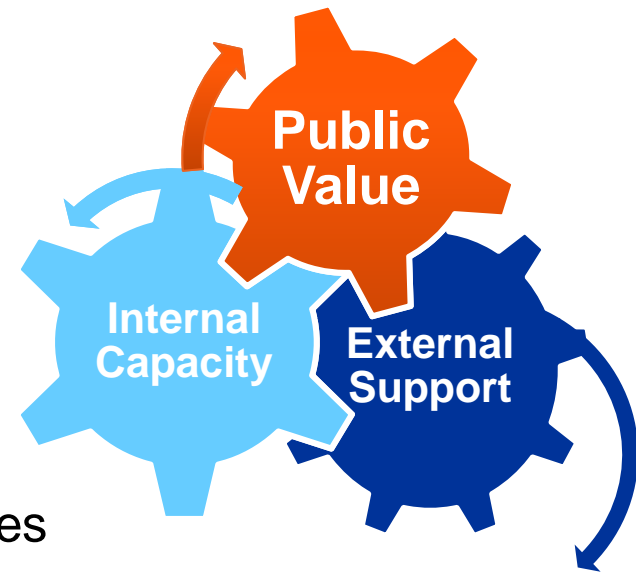
LAMATA FUNCTIONS

- Strategic Level
 - Formulation of policies, vision, long term plan, budget, environmental impact
- Tactical Level
 - Infrastructure planning, regulation, service planning
- Operational Level
 - Construction & maintenance of roads, bridges, PT infrastructure
- Public Transport Operations
 - Public transport services and facilities



LAMATA - SUCCESS FACTORS

- Established Transport Authority backed with robust legal and regulatory framework
- Well resourced (technically and financially) and empowered transport institution
- Strong political support
- Partnership with the private sector
- Collaboration with other government agencies
- Technical and financial support by the Donor Agencies
- Proactive leadership coupled with high professionalism of staff at all levels
- Commitment to provision of world-class public transport Infrastructure & services – e.g., BRT, Rail, Water Transport



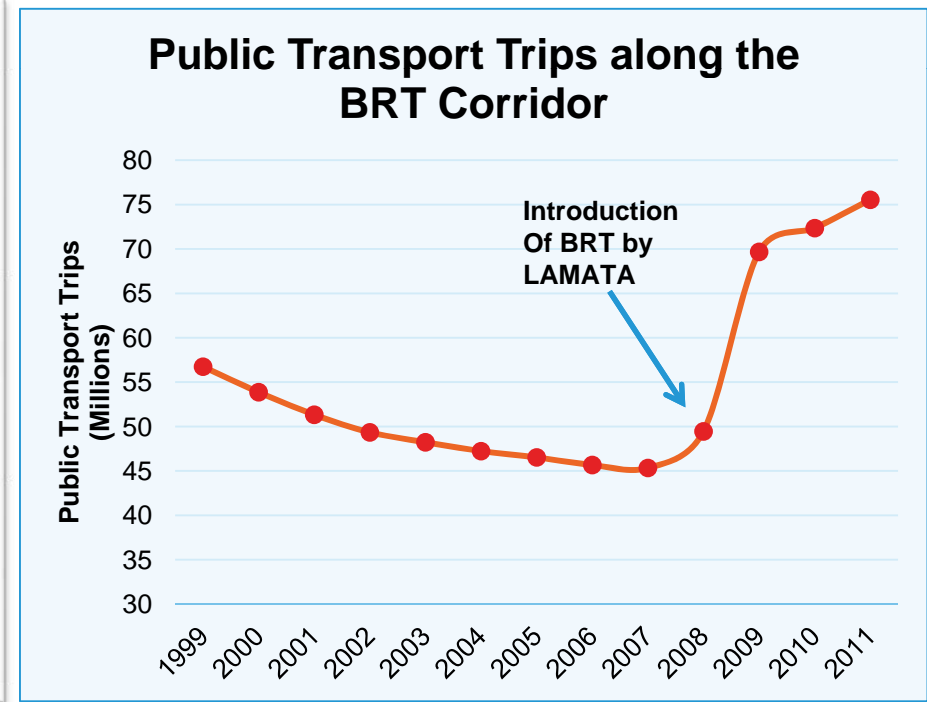
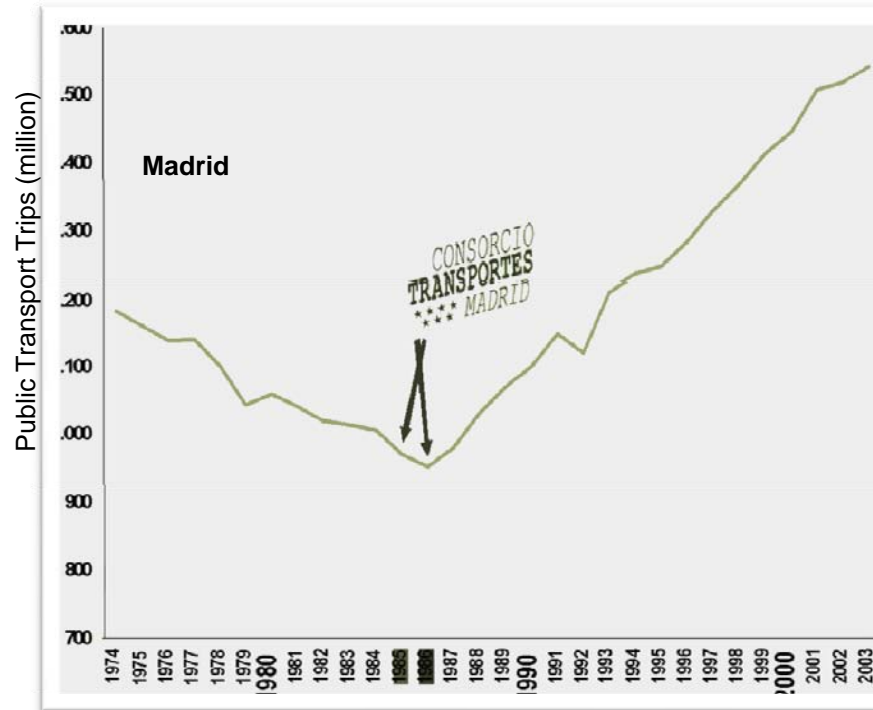
LESSONS

- Creation of a metropolitan authority requires Political commitment and a champion
- Legislative, institutional and management changes are essential before real impact (on transportation issues) can be achieved
- Having a clear vision and mission will provide focus and direction to institutional activities
- Creating an institutional framework by itself is not enough and must be supported by good management
- Immediate impact – to prove necessity
- Providing a financial base is important
- Collaboration with all stakeholders



CONCLUSION

- *Can the introduction of better institutional framework promote Public Transport?*
 - Yes! It results in better coordination/planning/integration...

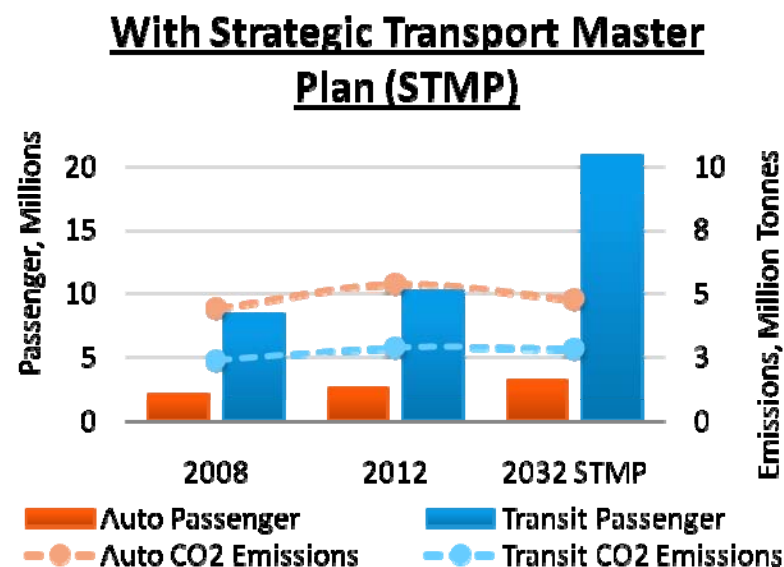
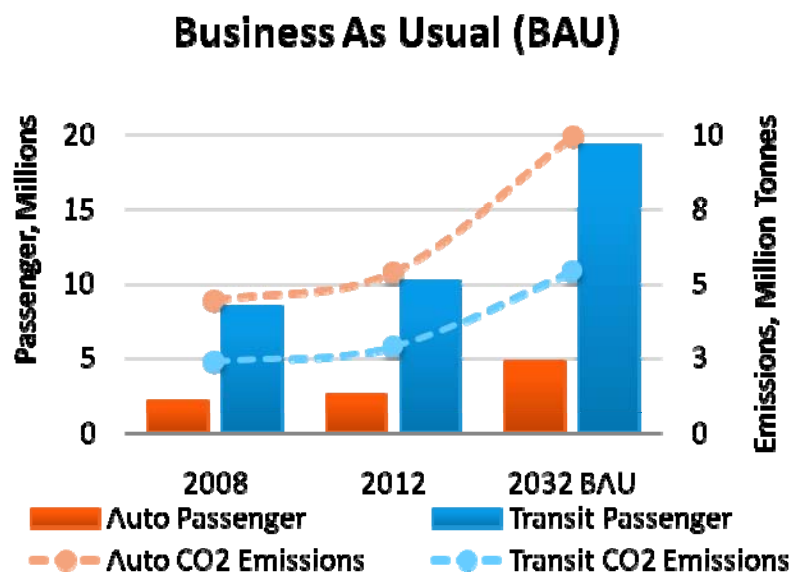


Thank You



CURBING CO₂ EMISSIONS IN LAGOS

- In the long run, execution of projects within the Strategic Transport Master Plan that LAMATA has designed will result in an emission level less than 8 Million tonnes per annum
- This represents over **50%** reduction in emissions from the 2032BAU level.



Source: LAMATA GHG Emissions Handbook

