



Transformational Impact of Transport Projects in Lagos

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“Transport: Invisible Force – Visible Impacts”

A Presentation By

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Impact of Transportation

- Transportation is the cornerstone of modern civilization
- Quality of life dependent on the quality and efficiency of transportation
- Unifying and undiscriminating resource
 - Transport invisible force – Visible impacts



Changes in Lagos since the 70's

- From former capital to commercial powerhouse of Nigeria; contributing:
 - 32% of Nigeria's GDP
 - 60% of Nigeria's value added manufacturing
 - 50% of Nigeria's port revenues
- Population increased by 300% to nearly 18 million.
- Population expected to reach 25 million by 2015 when it becomes the world's 3rd largest megacity
 - After Tokyo and Mumbai



Bus Rapid Transit Project

■ Delivering the Vision

– BRT

- » First segregated Bus Route in Sub-Saharan Africa
- » 22 Km project connecting Lagos Mainland with Island
- » Expansion plans underway for:
 - Yaba – Oyingbo (8km)
 - 60 km route along Eric Moore - Badagry Expressway



Impact of BRT

■ Impact:

- Highlighted the advantages of Public Private Partnership in Mass Transit public transportation
- Created employment
 - » The current BRT scheme generated 2000 jobs
 - Drivers, bus conductors, inspectors, ticket sellers, bus washers, mechanics and many others.
 - It is also estimated that 10000 indirect jobs relating to operators of formal and informal park and ride facilities, mini fast food services and so on have been created.
- The BRT scheme has brought about significant lifestyle changes
 - » Park & Ride
 - » Orderly movement of 52 Million passengers in 1 year
 - » Time Management for commuters/Better Family Life
 - » Environmental benefits through reduced noise & air pollution
 - » Health Benefits through reduced respiratory diseases



Where are we now?





Queuing for BRT





BRT Route





Water Transportation Initiatives

- Construction of Jetties/Terminal Buildings at Ipakodo, Badore & Osborne
 - Capacity to cater for up to 10,000 passengers per hour
 - Berthing facilities for four 250 passenger capacity vessels
- Rehabilitation of existing jetties at Mile 2, Oworonshoki, Ajegunle, Marina, Ebute-Ero etc
- Dredging of Inland Waterways to facilitate navigation
- Establishment of Regulatory Authority - Lagos State Inland Waterways Authority
- Issuance of Concessions to Ferry Operators



Impact of Water Transportation

■ Impact:

- Partnership with the Private Sector/Concessionaires
- Jobs created
 - » Dredging Companies
 - » Boat Operators
 - » Life Guards
 - » Vendors & Merchants at Terminals
 - » Latent demand is developing
 - 10,000 passengers weekly on Ikorodu – Marina Route
- Lifestyle changes
 - » Park & Ride (Pontoons)
 - » Time Management for commuters



Waterway Transport:- Jetty/Quay side





Intra-City Rail

- The implementation of two urban rail metro lines systems
 - Blue & Red Metro Lines is at an advanced stage of procurement
 - Capacity
 - » 13 stations each
 - » 1.6 million passengers per day
 - Construction works scheduled to start in the next few months
 - » Lagos State committed to providing and funding the Rail Infrastructure
 - Operations to planned to commence in 2011
 - » Requests for Proposals have been issued to short-listed concessionaires to provide and operate Rolling Stock
 - » competitive bids expected to close by June 2009 with a view to selecting preferred bidders by August 2009.

Proposed Intra – City Rail





Road Construction

- Massive upgrade and expansion of existing road networks to improve vehicular and pedestrian carriage capacity through Government budget
- Construction of link bridges to facilitate interconnectivity
- Change of Road design across the State to improve quality & deliver lifestyle changes
- Maximizing capacity of existing road infrastructure to reduce congestion & improve vehicular flow
 - opening of street gates
 - removal & re-settlement of street traders
- Engaging the Private Sector in road development
 - Lekki – Epe Toll Concession



Impact of Enhanced Road Networks

- Improved Travel time from 10km/hr to 40-50km/hr at peak periods
- Increased fuel efficiency & better value for money
- Reduced Carbon emissions as a result of reduced congestions
- Reduction in traffic related crimes
- Jobs at over 300 road construction sites
- Energized economy



Toll Road Project

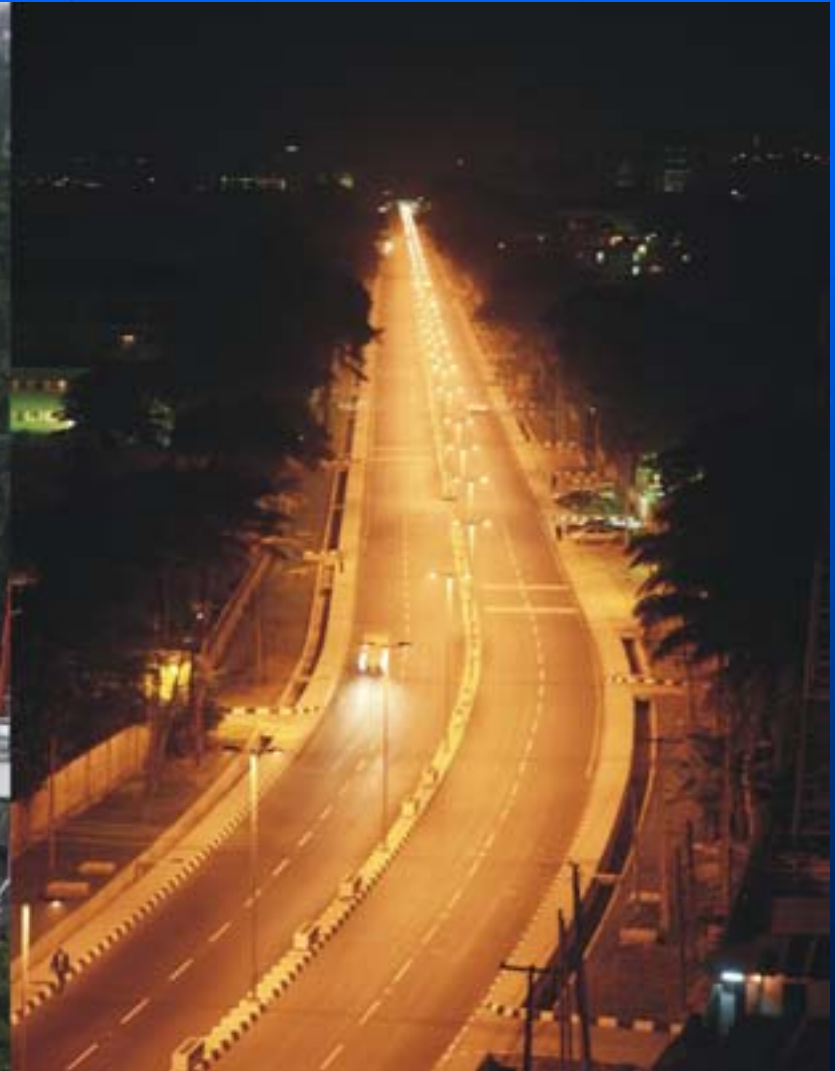




Ago-Palace Way Extension



Bourdillon at Day & Night





Oshodi before Enforcement Intervention





Oshodi after Enforcement Intervention





Summary of cost and benefits of measures taken in Oshodi

	Cost (Naira)	Benefits (Naira)	Net benefit
Relocation cost	200m		
Enforcement cost per annum	100m		
Income loss through unemployment		-280m	
Travel time saving cost within Oshodi		2700m	
Vehicle operating cost savings		7500m	
Present value cost	300m		
Present value benefit		N9.92 billion	
Net benefit			N9.62 billion
Cost of building a 1km fly over bridge to enjoy the same benefit	N16.6 billion		



Impact of Intervention

- This measure alone has saved nearly N17b (\$120m) which would otherwise have been expended on alternative road bypass infrastructure
- It has resulted in 300% increase in traffic speeds along the corridor and reduced congestion along parallel corridors because of the choice it now gives to commuters.
- waste generation has reduced by 36% within 60 days of intervention
- noise levels have also reduced by 12%
- the amount of carbon emitted by vehicles has reduced by 48%
- The net annual benefit to the Lagos economy is nearly \$1billion.
- There has been manifest evidence of crime reduction i.e. petty stealing, physical assaults, theft of the mobile phones of occupants of vehicles held in traffic and car jacking incidences have reduced from about 80% to 30%.
- The Divisional Police Officer for the area admitted that before the clearance, the police detention cells would normally be at full utilization but that since the intervention cells are relative unused.
- Large public buy-in and indeed call for similar action in other parts of the state.



Institutional Initiatives

- LAMATA – Lagos Area Metropolitan Transport Authority (Collaboration with the World Bank)
 - Regulator
 - Master Planner
 - Policy Implementer
- LASTMA – Lagos State Traffic Management Authority
 - Vehicular Traffic Manager
 - Traffic Rules Enforcer
- LAGBUS Asset Management Co.
 - Government promoted Bus Operator
- Drivers' Institute
 - 5 Centres across the State
 - Testing, Training & Licensing of drivers
- Legislation
 - To improve vehicle standards and quality
 - To deter traffic offenders
- Judicial Reforms
 - Construction of 200 new Magistrate Court Rooms
 - Training of Magistrates & Introduction of Verbatim Court Recorders



What the People Say...

- Our efforts thus far have been well received by Lagosians who have responded by expressing satisfaction when polled and regularly offer un-solicited words of satisfaction and encouragement to Government. As an example, I quote a response from a respondent who said:
 - ‘I have to make special mention of the BRT project - I am always pleased to tell anyone that would listen that in my 39 years, this is the first policy/project that I have experienced (from any government in any era of our country's history) to give the poor man an advantage which the rich do not enjoy! Today Lagosians, who used to take 4 buses in perilous conditions over 3 and half hours to get from Ikorodu to CMS between 4.30am and 8am, now leave Ikorodu at 6.30am, and arrive at work before 8! During this shorter and less stressful journey, Lagosians often get even an hour more sleep, read material of interest, catch up on work, and send messages to make the day's work more efficient! A reading culture is being enhanced by the BRT phenomenon alone! The orderly queues have also proven that when any people (Nigerians also) are given *value-for-money* they will maintain requisite order and decorum’.



What the People Say...

- ----- Forwarded message -----
From: **tafa Zibiri-Aliu** <tafzib@yahoo.com>
Date: Fri, Jan 30, 2009 at 4:42 PM
Subject: A VERY BIG THANK YOU-CONSTRUCTION OF SURULERE STREET ABULE OKUTA BARIGA
: babatunde fashola <brfgov@gmail.com>
30th January, 2009
-
- Our Dear Governor,
-
- **Re -TARRYING OF SURULERE STREET ABULE OKUTA BARIGA.LAGOS**
-
- Words are not enough to thank you and your government over the construction and tarrying of Surulere Street Abule-Okuta Bariga.
- For your information i lived on this street in our family house at No 10 Surulere Street until i was 22years.
- Am presently 53years and little did i believe that the same road will ever be constructed in my life time.
- Our family house is still there but in a better form than what my late father behind.
- So it is some what like a MIRACLE to me when i recieved a call that my old dear ROAD that i have known for over 50years is being TARRED. ALLAH U AKBAR.We have always had government in Lagos State in this Last 50years.
-
- This feat became only possibly because of your VISSION.
- Let me also congratulate the CHAIRMAN OF BARIGA LOCAL GOVT.
- You shall continue to enjoy my support and other well meaning Lagosians who believe in what your perception of a CITY means. Please do not stop constructing roads.
- Long LIVE LAGOS STATE.
- Long Live Our GOV.
- SINCERELY Yours
- Tafa Zibiri-Aliu (TAFAREL



What the People Say...

- ----- Forwarded message -----
From: **Sunday Kolawole** <sunday_kolawole@yahoo.com>
Date: Wed, Feb 18, 2009 at 10:07 AM
Subject: RE: OBSERVATIONS
To: Babatunde Fasola <brfgov@gmail.com>
Cc: Ganiyu Johnson <ganiyu_johnson@yahoo.com>

My Dear Governor,

I want to express my appreciation for the job well done at Oshodi. Before the clearance of Oshodi, one plied Oshodi to Bolade for one and half hours with his own car but now within 10 minutes, there is no more disturbance as it used to be, all the traders along the road had disappeared.



Lessons from Lagos

- We operate transportation in a most challenging terrain that has suffered from decades of infrastructure deficit.
- While we are racing to abridge a huge deficit of public transportation infrastructure, through the development of a contemporary multi-modal transportation network and the deployment of technology, we are keeping road traffic flowing through mainly manual methods.
- Our successes underscore the fact that we have some lessons and enormous experiences to share about our traffic management strategies and capacities.
- I acknowledge the technical and financial support of the World Bank to the Lagos State Government, especially through LAMATA.



New York when Power Failed





Thank You