Nigerians living in the city of Lagos, the commercial capital of Nigeria and the sixth most populous city in the world with a population of 17 million, long struggled with a lack of reliable public transport systems. For a long time, the only mode of transportation available was the city’s highly congested minibus system. Commuters instead relied on 75,000 individual minibus operators traversing the city’s highly congested highways. The minibus—most able to carry no more than 25 passengers at a time—was unreliable with poor safety records and accounted for 30% of road fatalities. Yet the city’s population was increasing, and its growing issues with congestion and chaotic traffic. Furthermore, Lagos’s pollution was greatly to the city’s pollution problem. The Lagos government was planning to introduce the city’s highly congested minibus system was replaced by an organized public transit system. Furthermore, Lagos was being transformed into a high quality bus system. The Lagos Metropolitan Area Transport Authority (LMATA) had to find a way to cope with the city’s new public transport needs within the context of Lagos’s existing traffic systems. The Lagos Transport Authority (LTA) had to transform its urban transport system with support from the World Bank. Today, the BRT provides residents of Lagos, the first time, access to a clean, affordable, and reliable means of getting around the city.

1.1 KEY INTERVENTIONS

The Lagos Metropolitan Area Transport Authority (LMATA) drew from the experience of Bogota, Columbia and Curitiba, Brazil to create a BRT system. The proposal went through a process of consultation and community engagement program to design a system that would meet the needs of Lagos residents and employ them. To implement the project, LMATA drew from the best practices of Bogota, Columbia and Curitiba, Brazil. Furthermore, LMATA’s success is widely attributed to significant and consistent political commitment from the top. The Lagos BRT system has also led to the direct employment for 1.000 people and indirect employment for over 500,000 people and local capital. 100 buses were leased to private operators; 120 new buses were allowed to remain without public support; 120 local capital. 100 buses were allowed to remain without public support; 120 local capital. 100 buses were allowed to remain without public support; 120 local capital. 100 buses were allowed to remain without public support; 120 local capital.
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