



Goal A: Improve the Mobility Systems

Inadequate Mobility and Transportation system form a major environmental, economic and social challenge for Amman. The decline in attractiveness of public transport as a travel option led people to depend more and more on private car ownership causing chronic congestions and expand demand on parking. This is not a sustainable solution and money and time consuming especially for the underprivileged population.

Greater Amman Municipality has developed a Transportation and Mobility Master Plan (TMMP) based on information and surveys conducted more than ten years ago. However; this plan was not implemented for various reasons excluding part of the first stage of the Bus Rapid Transit system. Due to extensive increase in population during the last decade and the expansion of urban areas; it is essential to update the TMMP taking into account these major changes. We need a more efficient smart mass transport network/ systems. This should include demand management measures, making the road network more modern, more responsive and thus more efficient. This work will be underpinned by the latest research carried out in relation to transport and congestion.

Action 1.A.1 Develop an integrated mobility plan

Developing an integrated mobility plan is one of the city's top priorities aiming at addressing traffic congestion, the increase in private car use, lack of mass transport and safe pedestrian infrastructure. We will use demand management mechanisms and smart data to inform and operate the mobility plan. This will help us set up pilot projects in the medium term. As part of the sustainable transport strategy, a series of key performance indicators (KPIs) will be developed and used to measure its success. This will enable the plan to evolve and to be focused or reshaped as appropriate.

Smart applications including e-payments and real time communication and tracking systems will be introduced and provide fair opportunities and a competitive environment for all taxi operators. This will be supported by clear legislation that protects the rights of all parties. It will also encourage partnership between the public and private sectors.

Owner
GAM (Transport Directorate)

Status
Ongoing

Timescale
Medium

Partners

- Ministry of transport
- Land transport Regulatory Commission





Resilience Value

- Decrease traffic congestion, and provide a safe environment for pedestrians and drivers alike.
- Integrate land-use and transportation planning to deliver public transport infrastructure.
- Produce behavior change in citizens travel mode in favor of more walking and more public transport use.
- Contribute to the emissions reduction and improve the city's air quality.

Consider the mobility challenges and opportunities from residential neighborhoods in Amman (particularly the most marginalized and isolated among them) and critical places of employment (i.e. zones such as Sahab Industrial City, King Hussein Business Park, and Queen Alia International Airport free zone) or service provision centers.



Action 1.A.2 Plan and construct a comprehensive and efficient BRT system		
<p>We will deliver a premium quality, economically feasible, car-competitive mass transit system for use by all of Amman's citizens including car owners. Amman's BRT will be the city's first bus rapid transit system, in which high-capacity buses run in exclusive and segregated road lanes. Buses will run as frequently as every 3 minutes along Amman's busiest corridors. There will be 3 routes; from Sweileh in North West Amman to sport city intersection, and from sport city intersection to Jordan Museum in Ras-Al-Aln in east Amman, and from Al-Mahatta through Yarmouk street towards East South Amman limited to infrastructure enhancement along this route. The system will be expanded over time to cover all of Amman's neighborhoods. This action includes the development and design of BRT stops, stations, passenger information, vehicle specifications, interchanges and bus terminals. The BRT system currently under construction aims is increase the use of public transport from 13% to 20% by 2019.</p>	<p>Owner GAM (Transport Directorate)</p> <hr style="border-top: 1px dashed black;"/> <p>Status Ongoing</p> <hr style="border-top: 1px dashed black;"/> <p>Timescale Long term/ phased</p> <hr style="border-top: 1px dashed black;"/> <p>Partners Ministry of transport</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> 9  11  </div> <hr style="border-top: 1px dashed black;"/> <p>Resilience Value</p> <ul style="list-style-type: none"> • Provide a safe and modern public transport system to reduce reliance on the car, and encourage alternative modes of transport. • Enhance accessibility for citizens to goods and services, in particular through the provision of a comprehensive and affordable public transport system. • Reduce emissions from transport (cars) and improve air quality and public health. • Contribute to Amman's aspirations of efficiency, inclusivity and sustainability.



Inspiration from Bangkok

Integrated Mass Transport System Master Plan

Bangkok will develop a master plan for an integrated transport system, including the Mass Transit Master Plan, feeder system and other modes of public transportation such as bus and water transport to ensure connectivity across the city.

To maximize the use of an integrated and robust public transportation system in Bangkok, the Master Plan and budget for system operation will be prepared based on detailed studies, review and analysis of relevant research on secondary public transportation systems, physical volumes of traffic data and mobility information, forecasting public transit use and passengers, and assessing the efficiency of secondary public transportation in reducing road congestion.

Action 1.A.3

Plan and construct a Metro System in the main corridors

Design, build and operate a light rail public transport system, operating at a high capacity in the main corridors in Amman. The routes and locations of this network will be integrated within the strategic master plan of Amman and in cooperation with all related stakeholders. The first phase of the action will be to undertake a feasibility study, followed by a pilot project that will include a light rail route linking the busiest link between south and North-east Amman, including; infrastructure stations, terminals, vehicle specification and operating system.

Owner
GAM (Transport Directorate)

Status
New

Timescale
Long term

Partners

- Ministry of transport
- Land transport Regulatory Commission



Resilience Value

- Provide a safe and modern public transport system to reduce reliance on the car, and encourage alternative modes of transport.
- Enhance accessibility for citizens to goods and services, in particular through the provision of a comprehensive and affordable public transport system.
- Reduce emissions from transport (cars) and improve air quality and public health.
- Contribute to Amman's aspirations of efficiency, inclusivity and sustainability.

Action 1.A.4

Develop an urban mobility observatory

We will set up an urban mobility observatory to collect smart data to enable us to create an integrated mobility plan, and to share information, research, and knowledge on urban mobility. The observatory will also become a transport control center for the city to monitor and manage mobility issues efficiently and effectively.

Owner
GAM (Amman Conservatory)

Status
New

Timescale
Medium

Partners

- Ministry of transport
- Land transport Regulatory Commission
- Amman Urban Observatory



Resilience Value

- Ensure a data-driven decision making approach.
- Promote integrated and efficient mechanism to managing mobility issues.
- Support crisis management on the transport network.
- Help to manage emergency vehicles, and evacuation routes.
- Help to influence traveler behaviors by warning of incidents along routes and redirecting people to other modes of transport.
- Improve quality of life in the city through effective monitoring and management.

Ensure that the urban mobility observatory monitors the movements of displaced and marginalized residents, particularly in identifying barriers to their freedom of movement, such as a lack of transportation options within a marginalized neighborhood or fear of discrimination or violence while riding public transportation.

