Training on SUMP: Feedback from Jordan

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Amman

- About 3 million people
  - Youthful population (59% below the age of 24)
- 800 sq. km of land area
  - Difficult terrain
- Great dependence on private vehicles
- Major commuter traffic
Mode Choice

• Over 5 million daily person-trips
  – 34% by car
  – Only 5% by buses

Public Transport Mode Share

- Auto (private or shared): 34%
- Walk: 26%
- Other non-public bus: 3%
- Yellow taxi: 9%
- Public transport: 13%
- School bus: 13%
- Other: 1%
- Pickup/Van/Light truck: 1%

Selected cities: Amman, Berlin, Beirut, Vienna, Tunisia, Prague, Budapest, Casablanca, Bucharest, Warsaw, Santiago, Istanbul, Algiers, Bogota, Cairo, Hong Kong
Impacts

- $1.4 Billion annual cost of time in travel
- $1.4 Billion cost of fuel for transport in Amman
- $1.4 Billion fuel subsidy
- 40% of fuel consumed plus associated pollution
Amman Mobility Plan

Amman Plan

• Blueprint to guide growth & change in the Greater Amman area up to 2025.

• Supports the future development of Amman as a leading 21st century city.

• Sets out the spatial policies & development proposals that will lead to the achievement of the City’s Vision.

Transport and Mobility Master Plan

• Builds upon the Amman Plan

• Provides a set of transport objectives, principles & policies designed to ensure that Greater Amman’s transport system is developed in a way that facilitates the safe & efficient movement of people & goods within and through the City.
Amman Mobility Plan 2025

• 17 strategies
  – Public transport
  – Key highway nodes
  – Travel demand management
  – Smart control
  – Pedestrian friendly

• Evaluation
  – Economic, social, environmental

Over $2 Billion investments
SUMP Training

- Understand the SUMP process
- Key differences between SUMP and traditional transportation plans
- Requirements for carrying out SUMP
- Best practices and case studies
- Hands on exercises in Ljubljana
- Local context from 8 Euromed countries
SUMP

• What do we want to achieve?
• How can we best achieve it?
• Do we really need to build anything?
• Who do we consult?
• How do we measure impacts?
• How can we learn from what we have done?
SUMP in Europe

- Well-established transport planning practice in European cities
- Availability of alternatives (PT)
- High awareness of livability
- Tradition of public involvement (consultation and participation)
- Relatively manageable conditions (motivation is to enhance rather than a pressing need)
- Relatively small size cities implementing SUMP
- Availability of resources
Transferring SUMP to Jordan

- Transportation planning practice relatively new, but available
- Public transport infrastructure limited
- Public involvement limited, but changing
- Large cities relatively
- Real mobility problems in absence of proper transport strategy
- Limited resources (including skillful staff)
Take home from SUMP Training

- Most relevant/useful
  - Flexible
  - Start small (phasing)
  - Short-term wins (you can see the results)
    - Builds trust
    - Platform for more elaborate schemes
  - Does not require extensive funding (resources)
  - Participatory approach
  - Evaluation
Highlights of Training

• Pedestrian zone in Ljubljana
  – Conforming political leadership (Mayor as champion of initiative)
  – Involving merchants and citizens
  – Taking advantage of street work to start
  – Review and make necessary changes
Highlights of Training

• Communications and marketing vital for success
  – Must involve all groups
  – Must sustain over life span of project
• No need to have ALL data and develop models
  – Informal analysis
• Use small projects as catalyst for bigger change
  – Can feel the benefits on the ground
  – Buy-in from citizens
Following up

• Projects in Amman
  – Pedestrian street
  – Friday Souq
• Include SUMP concepts in short-term national priorities
  – Emphasize communications and marketing
  – Training
  – Institutional arrangements
• Seek assistance from EU through provision of experts, technical tours, case-studies, etc.
Thank you

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