National Days of Urban Transport

Under the High Patronage of Her Excellency the Minister of Transport of Jordan

Amman, 26-28 October 2015
Ministry of Transport

Public Transport Master Plan /Case of Jerash

Eng. Wesam Tahtamouni
Land Transport Regulatory Commission
Project Vision

To create a high quality, accessible, affordable and attractive Public Transport System across the Kingdom of Jordan.
Project Goals

But what are the goals behind the vision?

- More attractive service to the passengers.
- Continuity for the minibus-operators.
- Absorption of today's illegal taxi and bus services.
- Chance of planning and development for the government.
Main Tasks

How to get the goals:

- Hierarchic Bus System (3 Levels)
- Quality standards
- Integrated ticketing / fare collection system
- Improvement of passengers facilities
- LTRC as a regulatory institution
Status Quo

48 Bus-Lines

31 Domestic / Intra-Governorate

17 Inter-Governorate / Inter-City

151 Buses + 14 Service Taxi

85 Domestic (incl. 14 Service Taxi)

80 Inter-Governorate
## Existing Situation

<table>
<thead>
<tr>
<th>Criterion</th>
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<tbody>
<tr>
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<tr>
<td>Route</td>
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Survey Activities

Combination of two kinds of survey:

1) Counting of passengers boarding and unboarding (100% of passengers).

2) Interviews about the complete use of transport system (as much as feasible).
NEW NETWORK
Routes and Operation
Network

Schematic Network Map with Numbering of Corridors
Existing Situation – New Network

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Expectation:

- Higher Level of attractivity to the passengers = rising number of trips
- Rise of Revenue
- Increasing number of buses needed
New Network - General Remarks

The Routes of the „new“ network are based on the routes of the existing network

• Topography of Jarash force to go identic roads

• New bus station has been taken into account

• Survey describes a Status-quo with low future development approach

• The finally performance change will be very comprehensive, it should be realized step by step. No confusion of passengers by too much changes within short time

• All people affected – passengers, operators, supervisor (LTRC) – should be enabled to make experiances step by step
New Network – Benefits for Customers

Significant change concerning RELIABILITY for passengers

- Short distance to next bus station
- Boarding a bus at each stop and at a defined time
- Optimized Service and Connection Protection
- Time Savings and Improvement of Comfort
- Transfer also at other places, e.g. Amman Gate
- A fixed timetable makes travelling more predictable

- New fare system allowing rebates for children, students, elderly or frequent travellers (to attract them using the buses)
- Better chance of getting information about passenger flow as a basic for network development and satisfying the wishes of the passengers (new routes, higher frequency etc)
New Network, Example 1

Schematic Network Map
Feederbus Service inside Jarash (Group 0)
New Network, Example 2

Corridor 5:
• Bundling
• Local Service to Gaza Camp
• Long Distance Service, not serving all stops in the area of local service
Operation in the new network

Today:

1 Corridor
3 Routes
3 Licenses
3 Operators

Future:

1 Corridor
3 Routes
1 License
1 Team of 3 Operators
STOPs AND STATIONS
Definition and Classification
Classification

We recommend to allocate the stops to 4 different classes

- Bus Terminal (Main Station)
- Bus Transfer Station
- Bus Station
- Bus Stop
ITS/AVM/RTPI
Vehicle Devices / Interfaces

- Ticket machines (handhelds / fixed machines in bus)
- Radio
- GPS-Tracking

Requirements and Interfaces are defined by LTRC to grant common standards
ITS System

- Al Rashidiya Bus Stn. due via Airport Term. 1
- Al Mina Al Siyahi 2 min via Ghubaiba Bus Stn.
- Al Satwa Bus Stn. 5 min via Ghubaiba Bus Stn.
- Al Ghubaiba Bus Stn. 10 min via Rashid Hospital

**Special Information**
TARIFF/FARE COLLECTION
Proposed Structure of Tariff Zones
CONTRACTING
Development of Contract Model

Gross Contract

Net Contract