

Al-Mahatta Transport Hub, Amman

XX76+9F9، ش. الملك عبدالله الأول، Amman, Jordan

The Al Mahattah site, named after the former Hejaz railway station, is located in the Al Hashemi suburb of Amman. Amman is considered to be the economic and cultural hub of Jordan, home to 40% of the country's population.

The competition site primarily includes the Al-Mahattah Bus Terminal, a major urban transportation interchange in Amman with several lines of buses (including interurban, coasters, and feeder buses), taxis, a daily market, social services located around a mosque, and a buzzing urban centre. Passengers include commuters, shop owners, vendors, and public transport drivers. The site also includes a BRT (Bus Rapid Transit) Line 1 connection terminal between Amman and Zarqa (25 km North-East of Amman).

Proposals should aim to integrate the BRT connection terminal with the bus terminal to

ease the movement and circulation of commuters. This will help create an integrated transport hub that will be a major connection point between BRT Amman and Amman Zarqa BRT and among other transport modes (such as taxis, feeder buses, and coaster buses).

Al-Mahatta area is surrounded by densely populated areas, especially those with limited and low incomes. Al-Mahatta area lacks public spaces and is currently not suitable for pedestrians to move around. The surrounding communities fall within national poverty lines, often facing high unemployment levels and limited job opportunities. The Refugee Al-Mahatta camp is located near Al-Mahatta Terminal.

Proposals for Al-Mahatta Transport Hub should consider (1) the station and its immediate surroundings, and (2) the urban perimeter including the Amman strip and residential areas.



Figure 1 - Site Focus Areas

Approx. site area:

83,000m². The main focus of this site should be area (1 + 1b) taking into consideration the adjacent areas of (2+3+4) (Figure 1)

Key Information:

There are 350,000 passengers that visit the terminal daily, and this is expected to double with the launch of the Amman Zarqa BRT.

Priority areas & main expectations:

- (1) Develop Al-Mahatta Transport Hub into a multimodal transport hub, integrating the BRT, buses and all other transportation services.
- (2) Transform the site into a pleasant, accessible and safe place for all passengers, encouraging a public mode-shift away from private cars and to public transport.

Presentation of the site and development expectations

The Al- Mahattah Bus Terminal terminal is located within a narrow strip (1 km long, 150 meters wide) between the al Nasha intersection and the Maraka intersection (Zone 1 and 1b) Being surrounded by two highways, the terminal is part of the wider zone of four different areas with their own urban fabric (Zones 1, 2, 3 &4).

The Al Mahattah Hub was originally a simple, limited public transit station for public buses and service cars. It expanded when all transport lines (buses and cars) and shop owners working in the Raghadan terminal were transferred there as a temporary measure, whilst the Raghadan terminal was being redeveloped.

However, due to the time taken to reinvent the Raghadan terminal, Al-Mahatta transformed into a permanent location for vendors and transport lines. The current status of the Terminal and the market raises serious concerns in regard to the access and safety for pedestrians Buses currently operate in a chaotic character due to the commercial activity located and linked closely to the transportation system.

The main objective of the Al -Mahattah Transport Hub Station Urban Integration project is to develop a multimodal transport hub that enhances the range of the transportation services offered.

Secondly, proposals should seek to improve the quality of life in surrounding neighbourhoods, taking into consideration low-income inhabitants and the refugee camp opposite the site.

Proposals should also consider gender issues and people with disabilities also. It is necessary to provide a safe environment for women using public transport to increase their opportunities to access work. An accessible transportation environment is also necessary for people with disabilities to ensure their right to move easily and safely.

Designs should therefore consider:

- Providing clear walkable and easy connections between the Al Mahattah terminal and its surroundings.
- Providing clear and safe passenger flows within the terminal that take into account accessibility needs.
- Connecting various transport modes (e.g the BRT station, white taxis, interurban buses, minibuses, car parks, drop-off areas, pedestrian access).
- Providing passenger-oriented services to facilitate travel and waiting time (such as waiting halls, ticketing desks and vending machines, etc).
- Integrating the existing shops, buildings and facilities (market, Mosque, etc.) within the area, considering pedestrian safety.
- Integrating urban greening strategies (such as green roofs and green playgrounds) with public seating.

Proposals should aim to transform the transport hub into a pleasant, accessible and safe place to be; this will help encourage a public mode-shift away from private cars and to public transport. All buildings should be designed in a way to contribute in reducing the consumption of energy by ensuring energy-efficient measures.

Amman BRT

The Amman BRT is expected to have a significant effect on reducing traffic congestion. The Amman-Zarqa corridor is a heavily used transport corridor with an estimated 150,000-200,000 daily trips between the two cities.

The Amman Bus Rapid Transit project (Amman BRT) is made up of 2 lines and will span across 30 km in its first phase. Later developments will seek to expand the network to cover 70 km. Line 1 of the BRT features the inter-urban BRT line between Amman to Zarqa (25 km North-East of Amman) in the Al Mahattah terminal located in the Eastern part of Amman. The City of Zarqa, located about 20 km to the northeast of Amman, currently has a population of about 1 million and is expected to grow to over 1.39 million by 2025.

City climate priorities and specific environmental challenges

Amman has taken great strides to minimise the negative impacts of climate change and worked to reduce its emissions and focus on low-carbon green growth. [Amman Climate Action Plan](#) is an ambitious first step in the long journey towards creating a sustainable and vibrant future. It lays out an approach to creating a carbon-neutral Amman while expanding services and meeting the needs of the rapidly growing city. This inaugural plan sets an interim target of a 40% reduction of greenhouse gas emissions by 2030.

The site is located near Amman downtown, a valley surrounded by mountains. Because of this geographic topography, flash floods and their associated risks should be considered within proposals. Creative, sustainable and durable solutions to reduce the risk of this hazard are encouraged, particularly those that benefit from (and harvest) rainwater.

Specific planning rules and regulations

Proposals should consider the guidelines outlined in the [Amman Climate Action Plan](#).

Language requirements

Proposals submitted in English are preferable. Arabic is also accepted.