



# Consultation phase 1

## → Findings and feedback

The objective of this first phase of public consultation was to advise the community of the study process and give key information concerning the Green Line. This report summarizes the main findings of this consultation.

### Key facts

The consultation process was carried out from April 27 to June 12, 2008.

> **25000** consultation packs (brochure + questionnaire) have been distributed in 24 points located within Damascus.

> **2612 people** answered to the questionnaire, either in the points of distribution, or via the Green Line website (more than 400 on-line responses). Among the respondents, the students of Damascus University have been very motivated: 1092 questionnaires have been responded in the faculties / campus (41.8% of the total, in the faculties of Economics, Literature, Civil Engineering, Medicine, and in the cafeteria of Mezzeh Campus).

> More than **400** people have subscribed to the newsletter.

> **9949** persons visited the website during this period (corresponding to **75307** page loads).

> **26** persons sent comments or questions to the project team (a personal answer was sent to each of the queries).



### You feel directly concerned by the metro!

The population can't stand the congestion in Damascus anymore: 96% of the respondents are bothered by the traffic congestion, mainly because of the time spent in the traffic and the pollution. Most of people who answered the questionnaire are using the public transport everyday (microbus and bus). 50% of the respondents spend more than one hour per day on transportation; these people would be directly concerned by major improvements of the public transport network.

### The metro project is feasible...

92% of the people believe that the metro can be achieved! This is really a key element of motivation for the project team and the Governorate. You consider that the metro is the only solution to solve Damascus congestion, and that it is a very convenient and modern means of transportation. "Many cities have the metro, so why not Damascus?"

### ...but you think that a few difficulties could delay the implementation

As for all other major project of infrastructure around the world, the Green Line project will have to face difficulties. Even if a large majority of the respondents are convinced that the metro is feasible, some of you expressed some concerns regarding a few issues the project team will have to cope with.

#### > Damascus is one of the oldest cities in the world.

This is one of your main concerns: 28% feel worried about the consequences of such a construction project on the archaeological artefacts buried under the Old Damascus. Some archaeological relicts will probably be discovered during the construction of the metro, but this will be anticipated, and archaeological dig will be implemented before the construction.

**> Digging the soil in Damascus seems to be a major matter for lots of people (35% consider this is a main issue).**

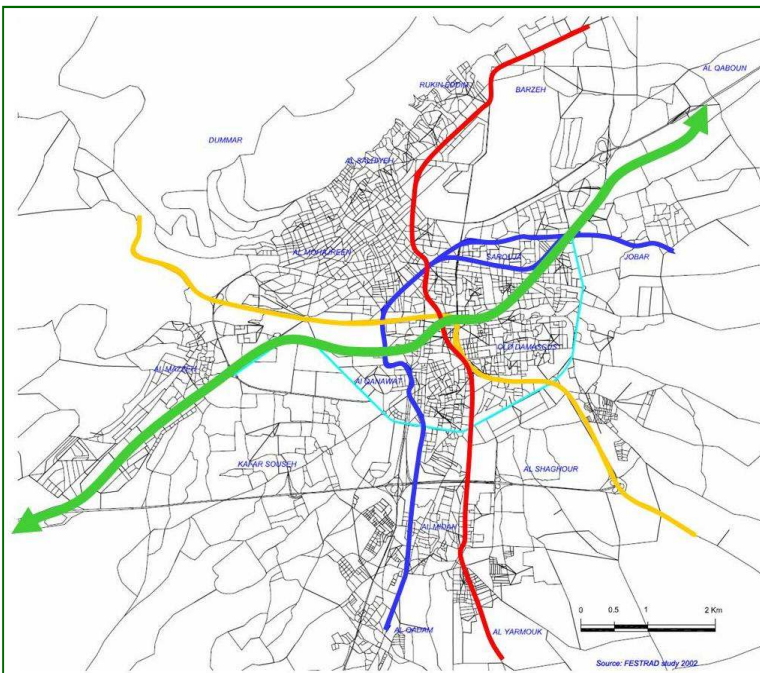
The nature of the soil is of course one of the major issues to be studied. Geotechnical site investigations will be carried out to comprehend more precisely the soil conditions. Other examples of metro all over the world show that it is always possible to build an underground metro line, even with sensitive geotechnical and hydrological conditions. Various technical solutions exist to cope with bad ground conditions.

**> The funding of such a project could also be a brake for the implementation (as pointed by 33% of the respondents).**

This is true: financing a major infrastructure is everywhere a challenge. Some experts are analysing different strategies (between public and private funding) and will propose the most suitable funding scheme.

## Why not a tramway?

Several systems of transport have been considered (tramway, light rail system, metro), but only the heavy metro will have the capacity to respond to the transport demand (690,000 to 860,000 passengers per day according to the patronage forecasts).



## About the Green Line path: good but...

Most of the respondents (around 80%) consider the Green Line corridor as relevant, as it serves the major places of the city. But lots of comments concern the need to implement other lines in Damascus. The Green Line is "good as a beginning", but most of people insist on the need for a wider network, serving the suburbs of Damascus. A few respondents think that the Green Line won't be "useful" for them as they won't live close to its route.

This is true: the Green Line won't serve the whole city. However, this new infrastructure will have a wide impact on the public transportation network. Bus and microbus lines may be reorganised to optimise the transfer of passengers from bus or microbus to metro. The whole city will be impacted by the metro line.

Example: if you live in Dummar and want to go to the University in Baramkeh, you will arrive as today in Somarieh using the microbus, and will then use the metro to reach the faculties.

The Green Line will be the first step of major reorganisation of the public transport. In the future, three other lines are planned to complete the mass transit network (see map: the North-South Red Line should be the second step).

## Thank you for your enthusiasm!

You generally feel very motivated and happy to participate to the consultation, which is quite a new process in Damascus.

Your point of view could be crucial. Feedback gathered as part of the consultation will be analysed, and integrated to the study where possible. Damascus Governorate thanks you a lot for your interest and motivation.

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## The process keeps going on!

The second phase will be organised from early September 2008: be ready to participate! The main objective of this second phase of consultation is to present you the alternative options for the Green Line, and to seek your views via a questionnaire, in order to integrate more local issues. Your opinion will be a key element for the choice of the best option for the Green Line: we will integrate your feedback in the study, where possible.

