

Traffic Plan of Sfax

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<http://www.sfaxonline.com/forum/lofiversion/index.php?t1674.html>



For more than a decade we have not stopped talking about the reorganization and modernization of the grid system of the town of Sfax. Most of the town-planning documents (director's transport plan, SDA Greater Sfax, SDGS...) did not cease proposing interesting solutions that could be used as reference for the preparation of a detailed document or a plan of urban transportation (see the proposal at the end of the article).

It seems to be a key document for the planning and organization of transportation and parking in the cities. This document aims to contribute in an effective and optimal manner to make a smoother

circulation, an urban environment that is less polluted, convivial and more attractive while preserving a high level of economic activity.

From this some measures must be recommended by this aforesaid document, namely:

- the reduction of automobile traffic (the most energy-consuming and most pollution-generating mode of transport) downtown;
- the regulation and orientation of the traffic;
- the increase of the least polluting and least noisy modes of transport: this goal cannot be reached without bringing alternative solutions to the private car (cumbersome and polluting), namely, clean public transport (Subway and bus), the multiplication of the pedestrian streets and the installation a clever system to encourage the use of the bicycle;
- reinforcement of transport sharing and multimodality (combination of two or several means of transport) by the creation of parks relay to support the connections and to pass from one mode to another.

With regard to the installation of a strong collective transport system, one must pass by:

- the installation of a transport system in exclusive Lines of right of way being composed of:
 - Underground light rail and or trams
 - Bus lines - in reserved corridors.

- the creation of exchanges where the modes of urban and interurban public transport meet;
 - putting into circulation more comfortable means of public transport;
 - introduction of a rational network of Bus and Mini-bus;
- The installation of a rigorous policy of parking with the goal of curing the anarchic parking problem, one of the leading causes of the disruption of traffic flows.
 - Reorganization of goods transport downtown by:
 - Orientation of the traffic of heavy lorries towards the main transport routes and knowing the by-passes and the new access routes into the city.
 - The installation of a detailed goods delivery policy and reinforcement of logistics in the city.
 - The creation of a logistic zone on the level of the N°11 by-pass where various modes of goods transport are joined together, in order to relieve congestion on the roadway systems of traffic of heavy lorries, to reduce the cost of transport and thus to improve the competitiveness of the regional economy.
 - Improvement of transport safety.

To these series of measures is added, obviously, a coherence between the city planning and the organization of transport.

All these recommendations are presented, as an indication, on the attached map according to a model of planning which we think is the most suitable and adapted to the town of Sfax.

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Proposed Plan

