

# URBAN REGENERATION OF THE COAST OF HARHOURA

2012

## Location

Harhoura, Morocco

## Client

Agence Urbaine  
Rabat-Salé (Rabat-Salé  
Urban Development  
Authority)

## Estimated Cost

84.5 million EUR

## Stage

Scheme Design

## Area

77.5 ha

The main objectives underlying the improvement of the Harhoura coast assumed the adoption of solutions that provided more uniform features to the infrastructure. To this end, the available space, the specific characteristics of each road section and the most suitable cross sections for each area were carefully studied and analysed.

We proposed the introduction of exclusive lanes for buses and for motorcycles wherever possible, taking advantage of the space made available by the removal of the current central reservation. A cycle path extends along the road.

The study begins at Prince Moulay Abdellah Boulevard, at the roundabout that gives access to the Temara Nautical Club, and ends with an entry gate to the north, at the Moustapha Assayeh Avenue, extending over approximately 8 km. The study also includes the refurbishment of a number of streets within Harhoura, with an approximate total length of 3.5 km.

It should be noted that one of the main reasons behind this intervention was to confer the proper features of leisure areas to each location, while promoting urban mobility. There was a concern to act on road infrastructure in accordance with safety standards intended to promote a better experience for pedestrians.

MARITIME PROMENADE NEAR  
THE SAINT GERMAIN PLAZA



VIEW OVER THE SAINT  
GERMAIN PLAZA



SPORTS FACILITIES





PUBLIC SPACE

To achieve this, the roadway close to the Saint Germain Plaza, for example, was elevated to be at the same level as the footpaths. Being an area where a large pedestrian flow was expected, this measure aims to alert drivers to the presence of pedestrians on the road.

A1V2's multidisciplinary contribution to the valuation of the coast of Harhoura translated into the improvement of road infrastructures, giving pedestrians a higher importance, complemented by the reformulation and the creation of public spaces and facilities.

CAR PARK



PUBLIC GARDEN





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## Stage

Public Tender

## Area

11 000 m<sup>2</sup>

Harhoura is a coastal city and seaside resort located approximately 15 km southwest of the capital of Morocco, Rabat. It became a municipality in 1992; from 1994 to 2004, it registered a population increase of approximately 45 % and those numbers have continued to rise in more recent years.

The combination of this demographic growth with the increasing numbers of tourists visiting its beaches in the summer season have exposed the weaknesses of the road and infrastructure network that supports the city, but especially those of the road that stretches along the Atlantic coast. The Kingdom of Morocco now seeks to rehabilitate this road, enhancing its potential as a panoramic attraction with a view over the ocean and expanding it to the north of Rabat.

Although this study focused on approximately 8 km of the main coastal road plus 3.5 km of local streets, it took into account the concern over the rising rate of road accidents registered over the past years due to the urban development of Harhoura.

The physical constraints imposed by the pre-existing constructions in the section where the road crosses the city conditioned the layout geometry of the proposed solutions, in turn determining the choice of traffic-calming measures to use as a complement to the geometrical redefinition of the cross-sections in the most sensitive areas.

LOCATION MAP





VIEW OF THE ROAD

This road section features several typical cross-sections, each adapted to the available width of roadway and site characteristics and regulated by the geometrical reformulation of all roundabouts, but always guided by the concern to act on the infrastructure in accordance with the best and most favourable road and pedestrian safety models.

throughout the section under study, rectifying the pre-existing short offer, which was both precarious and disorderly.

The road engineering study was supplemented by a treatment of the landscape and urban regeneration, which largely contributed towards the calming of traffic.

Another aspect to be highlighted is the priority given to public transports and to bicycle traffic with the development of dedicated channels. Parks and parking zones, with a full capacity of over 2000 vehicles, were included to the design

TYPICAL CROSS-SECTION EXAMPLES

