HIERARCHY OF STREETS

The settlement pattern is marked by a strict hierarchy of streets. Six lane highways of 45 m with head into primary roads with four lanes and dual carriageway roads of 22 m which reduce to secondary roads of 11 m that are reduced to main roads of 5-8 m. Street width corresponds to cruising speed. Exit and intersections are accorded accordingly. The street network is planned without consideration of the residential planning. Primary roads penetrate the set-tlement and finally tertiary dead-end roads. A clear priority is given to combined exits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or underpass to cross the roads. Single carriageway roads also have dead-end roads as exits. The lack of side-walks pedestrian circulation is also dangerous on primary and secondary roads in the residential system. The lack of shaded walkways make walking uncomfortable and unfavorable in the head. Other forms of soft mobil-ity like cycling are discouraged by the road-system design as well.

ROAD NETWORK

As the population grows the city becomes a necessity as the separation structed fast traffic on the larger roads requires only one entrance road. The logic of un-ob-structed road systems is also unrealistic. In the area of the city the figure is 16.3% of total area. On the level of the city the figure is even higher including the highways.

This system is engineered to cover larger distances with higher speeds and to support fast traffic within the residential zones. Through traf-fic is discouraged and residential zones often have one only one estate road. The lack of un-struc-tured fast traffic on the larger roads requires a parallel network of service roads. The distanc-es and the travel time increase as compared to vehicle traffic of the larger roads. Two or more smaller roads. Bottle necks emerge inevitably at various sections of the Flyers. Flowing across the city becomes a necessity as the expiration of functions described in the zoning law discourages people to work and live at the same place.