The settlement pattern is marked by a strict hierarchy of streets. Six large highways of 45 m width lead into primary roads with four lanes and secondary roads with two lanes, which are divided by pedestrian zones. The street width corresponds to cruising speed. Exits and intersections are spaced accordingly. The street network is planned without consideration of the residential planning. Primary roads are engineered to cover larger distances with high speeds and to slow down traffic in residential areas. The lack of side-walks and pedestrian crossings is also dangerous for primary and secondary roads in the residential system. The lack of shaded side-ramps makes walking uncomfortable and unhealthy in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to car-based mobility. Highways form barriers that divide residential quarters. Pedestrians need special bridges or underpasses to cross primary roads. The car-based mobility determines the width of new streets and thereby the quality of the public space. In older residential districts, the widening of the car-based mobility the traffic system does not conform to the place plan.

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