HIERARCHY OF STREETS

The settlement pattern is marked by a strict hierarchy of streets. Six lane highways of 45 m width lead into primary roads with four lanes and secondary roads with two lanes. These roads are 22 m wide. Residential streets follow a grid format and are 10 m wide.

ROAD NETWORK

Street width corresponds to cruising speed. Ex牠ery of streets is planned without consideration for urban fabric. Six lane highways of 45 m width are provided as barriers through residential quarters. The lack of shade on streets and the travel time increase as commuters reach their destination.

MOBILITY

A clear priority is given to car-based mobility. Highways form barriers that divide residential quarters. The circulation space amounts to 16.3% of the total area. Even the secondary roads have generous space for 2 lane and curving along (10 inch) in most cases the road networks are over-dimensional, encouraging even more traffic and using road space. On the scale of the neighborhood, large areas are used for streets and intersections are spaced accordingly.

The street network is planned without consideration for urban fabric. Rural hierarchy:

Village
Village's assembly point
Primary road
Secondary road
Local road
Wadi

Figure 7: Access and circulation in Al-Khoud. Without scale.