Conference Poster

Urban Oman Exhibition Panel 9 - Road Network

Author(s):
Richthofen, Aurel von; Nebel, Sonja; Eaton, Anne

Publication Date:
2014

Permanent Link:
https://doi.org/10.3929/ethz-a-010821881

Rights / License:
In Copyright - Non-Commercial Use Permitted
The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

A clear priority is given to combined exploits. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross secondary roads. This lack of side-walks pedestrian circulations is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded public spaces makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

The car-based mobility determines the width of new streets and thereby the quality of the urban environment. New streets are lacking shading elements, side-walks and pedestrian circulation is also unfavorable in the heat. Other forms of soft mobility like cycling are discouraged by the road-system design as well.