Urban Oman Exhibition Panel 9 - Settlement Patterns: Road Network

Other Publication

Author(s):
von Richthofen, Aurel; 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 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 into secondary roads with two lanes. Streets narrower than 25 m width penetrate the settlement and are mainly located in secondary zones. Street width corresponds to cruising speed. Even the secondary roads are quite wide, each being at least 35 m width. These lead to secondary double lane roads of 25 m width that penetrate the settled areas.

The street network is planned without consideration of the natural landscape. Administrative borders and intersections are spaced accordingly. Street width corresponds to cruising speed. Even the secondary roads are quite wide, each being at least 35 m width. These lead to secondary double lane roads of 25 m width that penetrate the settled areas. The lack of side-walks pedestrian circulation is also dangerous on primary and secondary roads in the residential system. The lack of shaded pedestrian circulations is also dangerous on primary and secondary roads in the residential system. New streets are lacking shading elements, side-walks and research institutions.

A clear priority is given to combined malls. Highways are surrounded by vast residential zones, which are divided by Mutation streets. Pedestrians need special bridges or overpasses to cross the highways. Highways form barriers that divide residential zones.

Highways are distributed throughout the territory. In the urban area, highways range from 30 m to 50 m width. In rural areas, highways range from 20 m to 30 m width. In the mountainous areas, highways range from 15 m to 20 m width.

On the level of the city the figure is 16.3% of the total area. On the scale of the neighbourhood the circulation space amounts to 16.3% of the residential area, which is not sufficient to ensure access to the urban area.

New streets are lacking shading elements, side-walks and research institutions. Bottle-necks emerge inevitably at junctions and the travel time increases as commuters use these roads. A clear priority is given to car-based mobility. Residential zones often lack of side-walks pedestrian circulations and research institutions.

A clear priority is given to car-based mobility. Residential zones often lack of side-walks pedestrian circulations and research institutions.