Urban Oman Exhibition Panel
9 - Settlement Patterns: Road Network

Other Publication

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Publication date:
2014

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

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The settlement pattern is marked by a strict hierarchy of streets. Six low highways of 45 m width lead into primary roads with four lanes and a separation of 40 m to secondary roads with two lanes. These roads are slightly curved which slightly reduces their width and speed. Even the secondary roads are generous spaced for 2 lanes and curbside allow 10 ft. in most cases the road network is over-dimensional, encouraging even more traffic and using real amounts of space. On the scale of the bigger roads, the car-based mobility determines the width of new streets and thereby the quality of the residential planning. The lack of side-walks and pedestrian crossings is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded side-walks makes walking uncomfortable and unfavorable 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 combined facilities. Highways form barriers that divide residential quarters. Pedestrians need special bridges or subways to cross larger roads safely. Dedicated fast traffic on the larger roads requires an even more restricted development. Even the secondary roads require crossing speeds of more than 100 km. Even the secondary roads are generous spaced for 2 lanes and curbsides allow 10 ft. in most cases the road network is over-dimensional, encouraging even more traffic and using real amounts of space. On the scale of the bigger roads, the car-based mobility determines the width of new streets and thereby the quality of the residential planning. The lack of side-walks and pedestrian crossings is also dangerous on primary and secondary roads in the residential quarters. The lack of shaded side-walks makes walking uncomfortable and unfavorable in the head. Other forms of soft mobility like cycling are discouraged by the road-system design as well.

Urban hierarchy in Greater Muscat area

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