Urban Oman Exhibition Panel
9 - Settlement Patterns: Road Network

Other Publication

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A clear priority is given to combined arteries. Highways form barriers that divide residential quarters. Pedestrians need special bridges or underground subway to cross the busy roads in residential areas. A lack of side-walks and pedestrian crossings is also dangerous for primary and secondary roads in the residential system. The lack of shaded pedestrian ways makes walking uncomfortable and unattractive in the heat. Other forms of soft mobility like biking are discouraged by the road-system design as well.

An alternative transport is provided. Parked buses are the main transport system. In the residential areas, the buses run every 15 minutes. In the suburban area, the buses run every 30 minutes. The services are provided by the Omani government and the International Transport Company. The transportation system is not well connected and the suburban areas are out of reach of the urban transport system. The road network does not serve the rural areas and the villages. The road network is designed to serve the urban areas and the villages. The road network is not well connected and the suburban areas are out of reach of the urban transport system.