During the last few decades, cities in the Gulf countries are witnessing a fast sprawling development based on private motorized transportation dependence. In the specific case of Muscat, the consequence is a general impoverishment of the neighborhood structures in terms of liveability. Very low residential density, lack of pedestrian infrastructure and mono-functionality are the wide-spread characteristics, which prevent any pedestrian activity and lead to the degradation of the public realm.

As some Authors argue, due to limited resources it is impossible to revert this scenario at a glance. Therefore it is a central strategic issue to define where to concentrate the efforts in order to create the strongest impact and to boost an incremental change. One very promising solution could be to determine the Urban Core of each neighborhood in order to revert some of the negative effects of this kind of development locally. Once the resources are Concentrated in the areas where the
highest active transport potential is already available, a "contamination" process is expected to influence the development of the adjacent areas.

This Paper has two main objectives. First, is to perform different sort of analyses in order to determine the centrality of a given urban network in Muscat. Second, to discuss the integration of the results in a planning process.

• Author(s) Biography (200 words each):

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