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Sharjah-Dubai Tunnel Phase 1 Set for November: A Regional Infrastructure Signal Worth...

Sharjah's Roads and Transport Authority is set to partially open the first phase of a new tunnel at the Al Taawun roundabout by early November 2026, targeting completion before the Sharjah International Book Fair. The project ...

MEDIUM	7.2	2 September 2026	7/10
INVESTOR IMPACT	SIGNIFICANCE SCORE	EVENT DATE	SOURCE RELIABILITY

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EXECUTIVE SUMMARY

01

Sharjah-Dubai Tunnel Phase 1 Set for November: A Regional Infrastructure Signal Worth Watc

On September 2, 2026, The National reported that Sharjah's Roads and Transport Authority is preparing to partially open the first phase of a new tunnel at the Al Taawun roundabout, a chokepoint long associated with heavy queuing on the Sharjah to Dubai commute, particularly between Al Nahda Bridge and the roundabout. The partial opening is timed to land before the Sharjah International Book Fair, which runs from November 4 to 15, 2026, and drew 1.4 million attendees last year. The full tunnel, once complete by February, will carry three lanes in each direction with capacity for up to 4,000 vehicles an hour. This runs alongside a separate upgrade already delivered on Emirates Road, where two new lanes have expanded a 5 kilometre stretch and lifted capacity from 12,000 to 16,000 vehicles an hour. For investors, this is a single but concrete data point in a broader pattern of the UAE authorities investing in the connective tissue between emirates. It does not, on its own, change the fundamentals of any specific property or district, and no pricing or yield data for Sharjah appears in the record reviewed for this piece. It belongs in the file as a factor to track, not a signal to act on today.

- The first phase of the Al Taawun tunnel is scheduled to partially open within two months of the September 2, 2026 report, ahead of the Sharjah International Book Fair running November 4 to 15, 2026
- Full completion of the tunnel is expected by February, with three lanes in each direction and capacity for 4,000 vehicles an hour once fully operational
- A separate Emirates Road upgrade has already added two lanes across a 5 kilometre stretch, lifting capacity from 12,000 to 16,000 vehicles an hour

- Sharjah's Roads and Transport Authority describes the goal as enhancing network efficiency and traffic flow across the emirate
- Dubai's own market stayed active through this period, with Dubai Land Department recording AED 34.9 billion in transaction value and 13,930 transactions in July 2026, of which 69.1% were off-plan by count
- This reporting rests on a single outlet, so treat the timeline as directional until confirmed elsewhere

THE EVENT

02 What happened, and why it matters

WHAT HAPPENED

Sharjah's Roads and Transport Authority confirmed that construction on the Al Taawun roundabout tunnel, which began in June 2026, is progressing toward a partial opening within two months of the September 2, 2026 report date, meaning before the Sharjah International Book Fair opens on November 4. The roundabout and the approach from Al Nahda Bridge have long been a bottleneck for commuters travelling between Sharjah and Dubai. The transport authority stated the upgrade should be fully complete by February. Once finished, the tunnel will run three lanes in each direction, handling up to 4,000 vehicles an hour. Separately, and reported in the same update, two new lanes opened on Emirates Road between Sharjah and Wadi Al Amardi on the edge of Dubai, expanding a 5 kilometre stretch and taking hourly capacity from 12,000 to 16,000 vehicles. Both projects sit under the same stated objective from the Sharjah RTA: improving the efficiency and flow of the road network connecting the two emirates.

WHY IT MATTERS

Capital preservation starts with understanding where friction sits in a market, because friction is what keeps an asset mispriced relative to its underlying utility. Right now, the case for dismissing Sharjah as too far from Dubai to matter rests partly on a commute that is, by the transport authority's own description, notorious for congestion at this specific pinch point. A tunnel that adds three lanes each direction and raises capacity does not, on its own, prove that Sharjah repricing is coming. What it does show is that the UAE authorities are continuing to fund connective infrastructure between the emirates on a defined timeline, with a completion date attached. That is worth tracking precisely because it is the kind of incremental, unglamorous project that rarely gets attention until well after the traffic pattern has already changed and the market has already adjusted.

WHO IT AFFECTS

Commuters who currently travel the Sharjah to Dubai route via Al Nahda Bridge and the Al Taawun roundabout, Dubai based workers who live in or are weighing a move to Sharjah, and anyone holding or considering property in the corridor the tunnel and Emirates Road upgrade serve. It also matters to anyone using Emirates Road as a through route between Sharjah and Dubai South or the wider Dubai road network, given the separate capacity increase already delivered there.

INVESTOR READ

03 Implications, risks and opportunities

IMPLICATIONS

If you are looking at this from a Dubai portfolio, the honest read is that this is not a Dubai transaction story. It is a regional infrastructure update in a neighbouring emirate, reported through a single outlet, with no completion guarantee stated beyond the transport authority's own February target for the full works. What it does is worth logging as a factor in how you think about accessibility premiums across the wider region, not as a trigger to reallocate capital. Dubai's own transaction data for July 2026 shows a market that remains active on its own terms, AED 34.9 billion in value across 13,930 transactions, with off-plan still the dominant format at 69.1% of deals by count. Any decision about entry timing in Dubai itself should be anchored to that data, not to a tunnel project outside Dubai's jurisdiction. If Sharjah property specifically is on your radar, be clear eyed that Dubai's regulatory architecture, including the Dubai Land Department's transaction reporting referenced here, applies to Dubai. Nothing in this record confirms the same escrow or registration framework for Sharjah developments, and that distinction matters before any capital moves.

RISKS

Be straight about what is not yet proven here. This entire update rests on one outlet, so independent confirmation of the timeline has not been established. The report describes a partial opening, not a full one, and the complete three lane each direction tunnel is not expected until February, a date that construction projects commonly slip. There is no data in this record on actual commute time saved once the tunnel opens, no pricing or yield data for any Sharjah property, and no confirmation that the accessibility improvement translates into demand for Sharjah real estate at all. Sharjah operates under its own regulatory framework, distinct from Dubai's Land Department and RERA structures, and this record does not detail what investor protections apply there. Treat any narrative that leaps from a road project to a property repricing thesis as speculation until price data actually confirms it.

OPPORTUNITIES

The Emirates Road capacity increase, from 12,000 to 16,000 vehicles an hour across the expanded stretch, is already delivered, not just promised, which is the more concrete of the two data points here. Combined with a tunnel completion date of February for the fuller Al Taawun works, this gives investors a specific timeline to watch rather than a vague promise. For anyone already invested in or actively researching the Sharjah to Dubai corridor, these are two verifiable milestones to track against, rather than a reason to move capital today.

WHAT TO WATCH

Watch for the Al Taawun tunnel's partial opening ahead of the Sharjah International Book Fair, which runs November 4 to 15, 2026, and for confirmation that the full tunnel, with three lanes each direction and 4,000 vehicles an hour capacity, is complete by the stated February target. Any further RTA statements on traffic flow improvements along this corridor, and any subsequent Dubai Land Department data showing shifts in transaction patterns near the Dubai side of the route, would be the next things worth checking against this record.

THE BOTTOM LINE

04 What this means for Dubai investors

THE MEANING

For a Dubai focused investor, this is context, not a call to action. It tells you the region around Dubai continues to receive targeted infrastructure investment, which is consistent with how the wider emirate has built value over time, but it does not by itself change anything about a Dubai asset you hold or are evaluating. Keep your entry and exit decisions anchored to verified Dubai data, including the Dubai Land Department's July 2026 figures and the current 4.1% three month EIBOR rate as of September 2026, which shapes financing costs on any Dubai purchase. If you are drawn to look beyond Dubai's borders because of a story like this, do that with full awareness that you are stepping outside the DLD's reporting and regulatory perimeter, and confirm what protections actually exist before you do.

> *“Here's the thing about infrastructure stories like this one. They get repeated a lot faster than they get verified. A tunnel construction update from a single outlet is not the same thing as a market shift, and I'd rather tell you that plainly than dress it up as more than it is. What I do think is worth your attention is the discipline behind it, a stated completion date, a specific capacity number, a named bottleneck being addressed. That is the kind of detail that separates a real infrastructure commitment from a talking point. I am not going to tell you Sharjah is about to reprice because of a roundabout tunnel. I am going to tell you it is one more data point to file away and check against actual pricing and transaction data when it becomes available, the same discipline I apply to every claim made about Dubai itself.*
>
> BRADLEY JAMES, DUBAI REAL ESTATE INVESTMENT ADVISOR

SOURCES AND VERIFICATION

The National, 'First phase of Sharjah tunnel project to ease Dubai commute set for launch,' September 2, 2026. Dubai Land Department, transaction data, July 2026. Central Bank of the UAE, 3 month EIBOR, September 2026.

Begin the conversation.

Every allocation starts with a candid, numbers-first discussion shaped around your mandate, risk profile and timeline.

Bradley James

ASSOCIATE DIRECTOR & SENIOR INVESTMENT ADVISOR

Bradley James is an Associate Director and Senior Investment Advisor based in Dubai, specialising in Dubai real estate, off-plan investment, strategic wealth allocation, portfolio diversification, and relocation and residency planning. He advises private investors and family offices on entering the Dubai market with the same rigour he applies to his own capital.

SPECIALISMS

- Dubai Real Estate
- Off-Plan Investment
- Strategic Wealth Allocation
- Portfolio Diversification
- Relocation & Residency Planning

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SOURCES
The National, 'First phase of Sharjah tunnel project to ease Dubai commute set for launch,' September 2, 2026. Dubai Land Department, transaction data, July 2026. Central Bank of t