



closed carriageways into linear parks (Figures 5.54 to 5.58). Bergen and Kristiansand are cities with a fine architectural heritage (Figures 5.59 to 5.61). Both cities are intent on maintaining that heritage. In Bergen the old market area Bryggen is undergoing extensive but sensitive rehabilitation using traditional materials and employing traditional construction methods (Figures 5.62 to 5.65). The older parts of Bergen are also undergoing extensive and impressive upgrading. The streets are being returned to the pedestrian, following the principles of the Dutch *woonerf*, which aims to reduce traffic speeds by the introduction of ramps and chicanes. These areas are still served by the motor car but its requirements no longer dominate the urban landscape (Figures 5.66 to 5.70). Kristiansand, in addition to its wonderful timber street architecture kept in immaculate condition, also boasts a state-of-the-art sewerage treatment facility, which is buried deep in the hill side. A key to Norway's plans for

the environmental cities is the development of transport strategies, thereby reducing the need for movement which relies on the private car. The concept of the ecological city is well-developed in Norway but it still remains for the Norwegian Government to take the politically difficult decision of reducing the expenditure on roads considerably and to divert those resources to developing mass public transport systems.

### **DESIGN CONCEPTS DRAWN FROM HISTORY**

History can be a useful source for design ideas. The past, with its many wonderful examples of city development, can be a source of great inspiration. Even misinterpretation or misunderstanding of past events can provide a fruitful mine of ideas for analogy and concept formation. John Wood the Elder, when replanning Bath in the eighteenth



**Figure 5.54** Gamle Oslo: environmental upgrading.