



THE SUSTAINABLE CITIES PROGRAMME

Five Norwegian Cities

A Co-operation Project

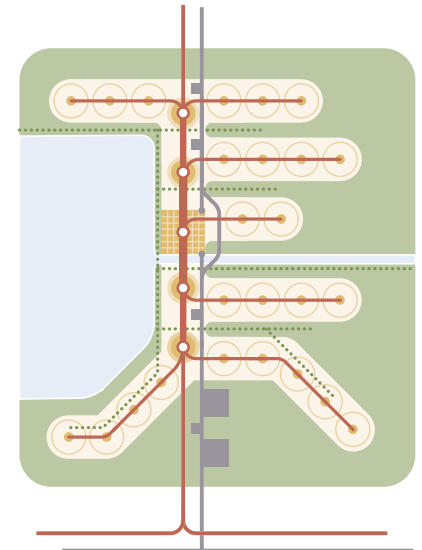
Recommendations



The Sustainable Cities Programme in Norway has been an experimental development project in five urban municipalities with the objective of achieving more environmentally friendly cities. The project was started in 1993 and finished in the year of 2000.

Each of the priority areas listed below has had its own professional group with representatives from the cities, ministries and directorates, researchers and experts.

- **Land-use and transport planning**
Headed by the Ministry of the Environment
- **Centre development**
Headed by the Ministry of the Environment
- **Urban housing and local communities**
Headed by the Ministry of the Municipal and Regional Affairs and the State Housing Bank
- **Green structure, natural areas and outdoor recreation**
Headed by the Directorate for Nature Management
- **Cultural heritage and urban design**
Headed by the Directorate for the Cultural Heritage



Public transport is the backbone of a Sustainable City

Main recommendations from the Sustainable Cities Programme:

- A comprehensive policy for sustainable urban development in a long-term perspective should be developed
- It is necessary to develop a sustainable structure for urban areas as a framework for investments
- Development of more sustainable cities requires new forms of organisation and co-operation. It is necessary to ensure co-ordination between the different bodies and levels of the administration, especially with regard to:
 - regional planning of the whole urban conglomeration
 - urban transport, where the planning and financing of transport is considered for all modes as a whole
 - sub-areas which require special consideration like downtown centres and local communities
- Public authorities must stimulate environmentally friendly actions and patterns of consumption among the population and businesses

Specific recommendations are given to the different parties, including:

- Central authorities
- Regional authorities
- Municipalities

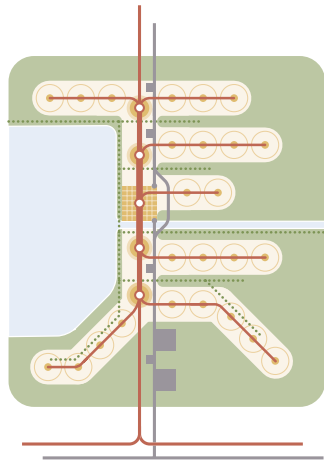


MILJØVERNDEPARTEMENTET

Ministry of the Environment

LAND-USE AND TRANSPORT PLANNING

Priorities



In an environmentally friendly urban structure, the city centre, local communities and large employers are easily reached by public transport. The public transport system is the backbone of urban development. Walking and cycling represent important elements of the city's transport system.

New building projects should primarily take place within the boundaries of built-up areas, and be closely connected to the system of public transport.

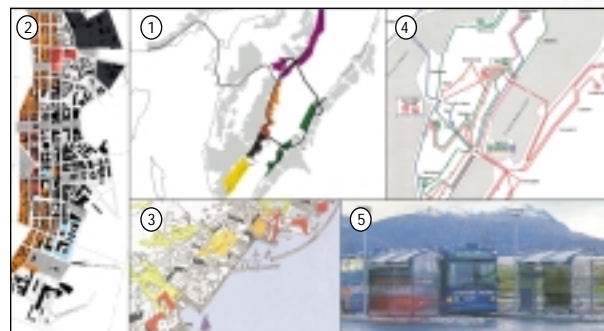
Green structures and historically important urban environments should be preserved in order to achieve high quality city concentration.



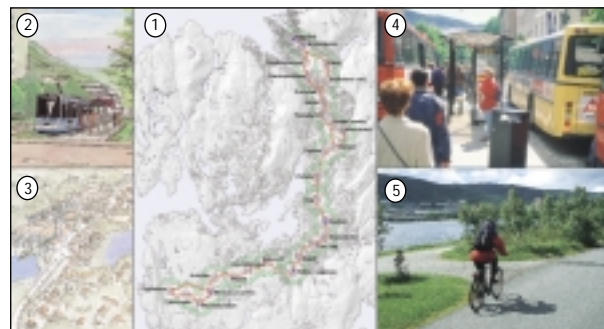
Results



A transport and land-use project in Kristiansand has defined a main corridor for urban development (1), which is consolidated by a new underground heating network (2). The development of new residential buildings and city centre projects is linked to the main bus routes (3, 4 and 5). Valuable green structures are preserved (6).



A project in Tromsø (1) has clarified the long term land use of the city as a basis for more concentrated development in the central parts of the city (2), in Strømkanten residential district (3) and in other areas. A project called "Bus 2000" has established new commuter routes (4) and bus terminals (5).



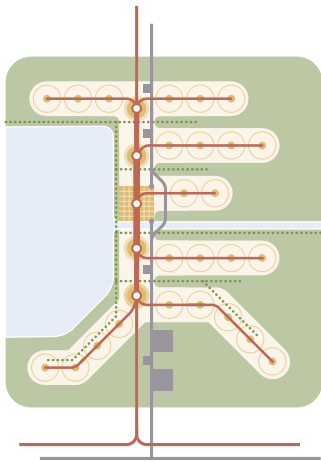
A new city rail project in Bergen (1 and 2) is meant to contribute to a more concentrated urban development, like in Nesttun (3). A street terminal has been established in Olav Kyrres gate (4), and cycling is facilitated and encouraged (5).

Recommendations

1. Co-ordinated land-use and transport planning must be accomplished for the whole functional urban region
2. New developments should be concentrated around the main public transport routes in the city area
3. The downtown centre and local communities must be protected from through traffic
4. Public transport must be given higher priority as part of urban transport
5. Cycling and walking must be facilitated and prioritised as important modes of transport
6. The use of private cars should be restricted in areas with good public transport
7. Visual scenarios should be used as a tool in the discussion of the city's long-term development
8. "Soft instrument packages" emphasising traffic regulation, public transport, and different measures for cycling and walking, should replace or supplement large "road infrastructure packages" in the cities
9. The government must redefine the institutional framework in order to achieve more comprehensive land-use and transport policy in the city regions
10. The counties must take initiatives to develop more sustainable urban regions
11. Integrated land-use and transport planning must be a key element of the policy making in the municipalities

GREEN STRUCTURE

Priorities



A continuous green structure can consist of water and natural areas, public recreation areas, parks and farmland.

In addition to giving the population meeting places and recreation the green areas are important for their well-being. The green structure links the different parts of the city and helps to create "green corridors" to the surrounding countryside.

Results



Like the other environmental friendly cities in Norway, the city of Tromsø has prepared a "Green Poster". This is a tool that clarifies the green values of the city/urban area.



The city of Bergen has established a green structure on the land-fill at Lungegårdsvann. This is a successful result of co-operation between an artist, a biologist and a landscape architect, and it is well worth a visit. Photo: Solrunn Rones



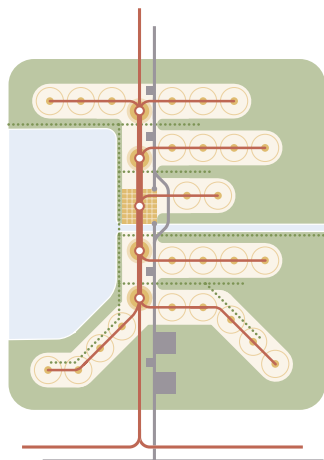
The city of Fredrikstad has established several kilometres of pedestrian walkways and cycle tracks in green surroundings. The paths connect the centre of the city with the surrounding countryside. Photo: Anne Karine Halvorsen Thoren

Recommendations

1. Important green structures should be identified and serve as the basis for the future pattern of development
2. Reestablishment and protection of green corridors between the shore, the cultural landscape and the surrounding countryside should be emphasised
3. Protection of the green structure through approved plans and purchase of land properties should be strengthened
4. Local work with "green posters" and protection plans for the green structure should be strengthened
5. A professional forum for the development of green structure should be established, where the various bodies and levels of the public administration can exchange experiences and ideas
6. It should be investigated how the Planning and Building Act can be developed in order to make it more effective with regard to preservation of important qualities of the green structure
7. The work on developing norms for the green structure and the development of environmental indicators should be continued
8. The green structure is an asset that can contribute to better public health. For this reason, closer co-operation should be established between environmental and health authorities at all levels

CENTRE DEVELOPMENT

Priorities



The downtown centre is the core of an environmentally friendly urban structure. Substantial material values and culture-historical qualities provide good potential for development.

Businesses, services and residences located in the centre are easiest to serve by public transport and are accessible for more people by foot or bicycle.



Results



Vågsbunnen, the oldest area of Bergen, has been transformed from a deprived part of the city to a varied and attractive downtown community.



The river promenade in Fredrikstad has become a pleasant meeting place, and now connects the river to the city.



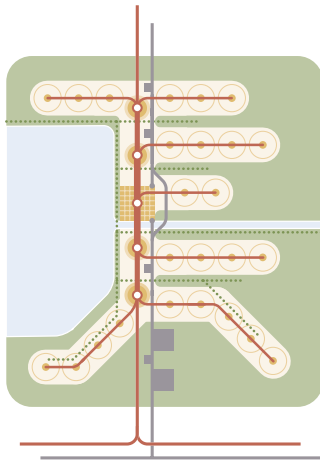
When Grønlandsleiret in Oslo was transformed into an environment friendly street, road traffic was significantly reduced, the area became more attractive, and trade increased.

Recommendations

1. A safe and vital centre should consist of a mix of dwellings, businesses and cultural activities
2. Streets, public piazzas and parks should be rehabilitated and well maintained. Road traffic and street parking should be reduced
3. Access to the centre should be improved by giving priority to public transport, walkways and cycle tracks, and effective delivery of goods
4. Car parking should mainly be organised on the outskirts of the central area, and parking capacity should be limited where good public transport is available
5. The municipality should support the centre as the city's most important meeting place. National and regional policies on transport, land use and localisation of new developments should pull in the same direction
6. Residents and the commercial sector should be strongly involved in the development of strategies and plans for the city centre
7. Committing co-operation should be established between real estate developers/ property owners, the commercial sector and different services/departments within the municipality

CULTURAL HERITAGE AND URBAN DESIGN

Priorities



Features of the cultural heritage and cultural environments are important elements in an environmentally friendly urban structure. Densification may negatively affect the unique character of the city and its historical values and patterns.

A policy of increased concentration in the city centre and along public transport corridors should therefore be implemented only when new buildings enhance the quality of public places by further developing the architectonic features and the cultural heritage.

We need better co-ordination between an active and differentiated public administration of the city's cultural environments and the various new development initiatives, through deliberate urban design and city planning.

Results



The city of Kristiansand has produced booklets guiding on how to take care of the two districts "Murbyen" and "Posebyen". Advice on how to maintain and rehabilitate buildings of architectural value increases people's knowledge and understanding of high quality workmanship.



"The cultural heritage base" - prepared by the Director of Urban Conservation in Bergen - is a method of mapping cultural environments, structures and relationships that give areas their identity. When making plans for the area, elements of the cultural heritage should be taken care of and integrated at an early stage.



The volume analysis in Tromsø presents three-dimensional illustrations of possible urban development. This new computerised tool improves the potential to update and develop alternative scenarios.

Recommendations

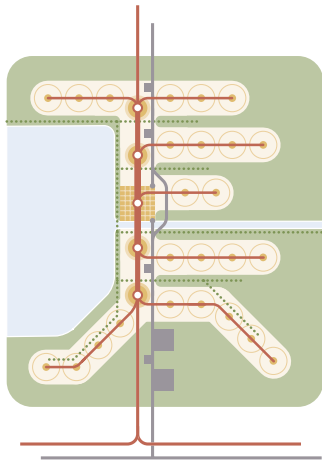
The cities/municipalities should:

1. Develop a comprehensive concept of what areas, structures and objects are of major importance for the city's character and quality
2. Ensure that new buildings in design and dimensions support and strengthen the existing character and quality of the environment
3. Make sure that necessary new elements that do not conform to the scale of the place are positioned and designed as positive landmarks
4. Make sure that knowledge on quality is continually collected, updated and distributed to politicians and the public at large. Raised knowledge through information and dialogue increases peoples willingness to take care of their cultural heritage
5. Establish close relations to the regional cultural heritage authorities, with early involvement and active co-operation in all kinds of planning efforts
6. Recruit staff with solid professional knowledge of urban development, urban design and cultural heritage protection



ACTIVE LOCAL COMMUNITIES

Priorities



Local communities, or neighbourhoods, are important elements of the urban structure. The design and localisation of local communities is important for the environment and the quality of life.

Public transport and local centres, with a variety of private and public services, should be found within walking distance of the residential areas. This will reduce the need of transport and have positive welfare effects.

Children and adolescents must be able to walk or cycle to school and after-school activities. The residents should participate actively in the development of their own neighbourhood and local community.



Results



At Tinnheia in Kristiansand a special local committee has been established. The residents, housing co-operatives and the municipality have collaborated on several efforts to improve the environment, including street parking regulation and the establishment of playgrounds.



Fredrikstad has divided the municipality into 23 local communities, each of which will have its own development plan by the year of 2003. Each community has its own primary school as its centre. The picture is from Nabbetorp.



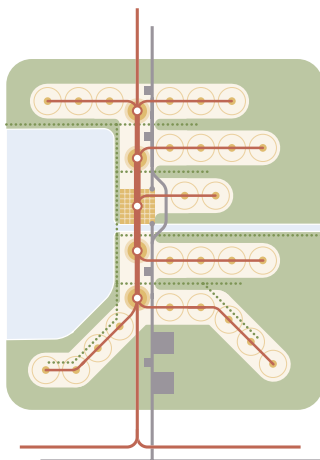
The district of Oslo called Old Oslo is divided into 6 "local communities", each with an active residents' association. A number of improvements have been made to the environment. The picture is from Kampen children's farm.

Recommendations

1. Municipalities should be divided into local communities of suitable size to allow the residents and the third sector (NGOs) to participate in the local planning. Often, the best solution is to base the division on the primary or lower secondary school districts.
2. The municipality should prepare local plans or area plans in co-operation with the residents. Plans and initiatives should be founded on and integrated in the municipality's ongoing planning and budget processes, in order to be economically realistic, and not only represent wishes and dreams.
3. If the local community wants to, a "neighbourhood committee" should be established and this can serve as an arena for co-ordination of the residents' interests and function as liaison between the residents, local organisations and the municipality. Local bodies should be allocated funds for secretarial assistance and minor initiatives. Not everything can be based on idealism and voluntary effort.
4. In an active local community, the residents should have safe pedestrian access to recreation and outdoor areas, local private and public services like schools and kindergartens, meeting places for all generations, grocery shop etc and to public transport.

GOOD URBAN HOUSING

Priorities



The cities need a better supply of good and reasonably priced dwellings. Many people want urban-type housing within easy reach of the city's facilities.

The building of new dwellings in the city centre, in sub-municipal centres and close to public traffic nodes, will contribute to a better utilisation of existing infrastructure, environmentally sustainable transport and increased demand for local services.

Main challenges in new development projects are to ensure quality outdoor areas for everybody and to preserve the character of the neighbourhood.

Results



About 20 acres of the water's edge in Tromsø was originally earmarked for industry. In co-operation with real estate developers, the municipality has prepared an overall plan for the area. The intention is to build about 800 dwellings, in combination with services and light industry.




The Housing Co-operative OBOS has built 61 apartments in Byhagen, Old Oslo around an "ecological" courtyard. The housing is intended for a varied composition of residents, with both co-operatively owned family apartments, serviced flats in collaboration with Oslo municipality, and rental apartments for young people.



Another Housing Co-operative USBL has built an environmentally friendly block of apartments at Klosterenga in Old Oslo. This project focuses on energy saving, environmentally friendly materials and building processes. Passive and active solar energy reduces the need to purchase energy by 60%.

Recommendations

1. New development should primarily take place inside existing building zones
2. The residents should be ensured safe and attractive pedestrian access to high quality outdoor areas
3. Parking facilities and garages should not be considered a part of the specific building project, but rather be related to the public transport and the local community as a whole
4. The residents should not be exposed to harmful air pollution or noise
5. Urban housing should be planned for a varied composition of residents, including families with children
6. The residents should be ensured good services and common facilities
7. Urban housing should be resource-economic and healthy
8. Urban housing should be practical and attractive
9. Arrangements must be made to ensure environment friendly management, operation and maintenance
10. Comprehensive planning of land use and local communities is necessary to ensure good residential environments

 Husbanken



KOMMUNAL- OG REGIONALDEPARTEMENTET



Public transport is the backbone of the urban structure at regional and local level. Public transport routes run through the city centre, connecting centre, city districts and transport nodes. The public transport system gives structure and direction to urban development. Suburban transport nodes facilitate "park and ride".



A vital city centre with a concentration of businesses, dwellings and cultural facilities. The main junction of the public transport system is connected to a network of pedestrian precincts. The historic pattern of streets and city blocks has been preserved and renewed.



Concentrated development of businesses, dwellings and public services at the junctions of the public transport network. The junction areas are designed as high quality urban localities, reflecting a balance between renewal and conservation.



Local communities with concentrated and varied housing, green areas, schools, kindergartens, shops and services. Public transport and local centres with everyday services within 500 metres walking distance from dwellings.



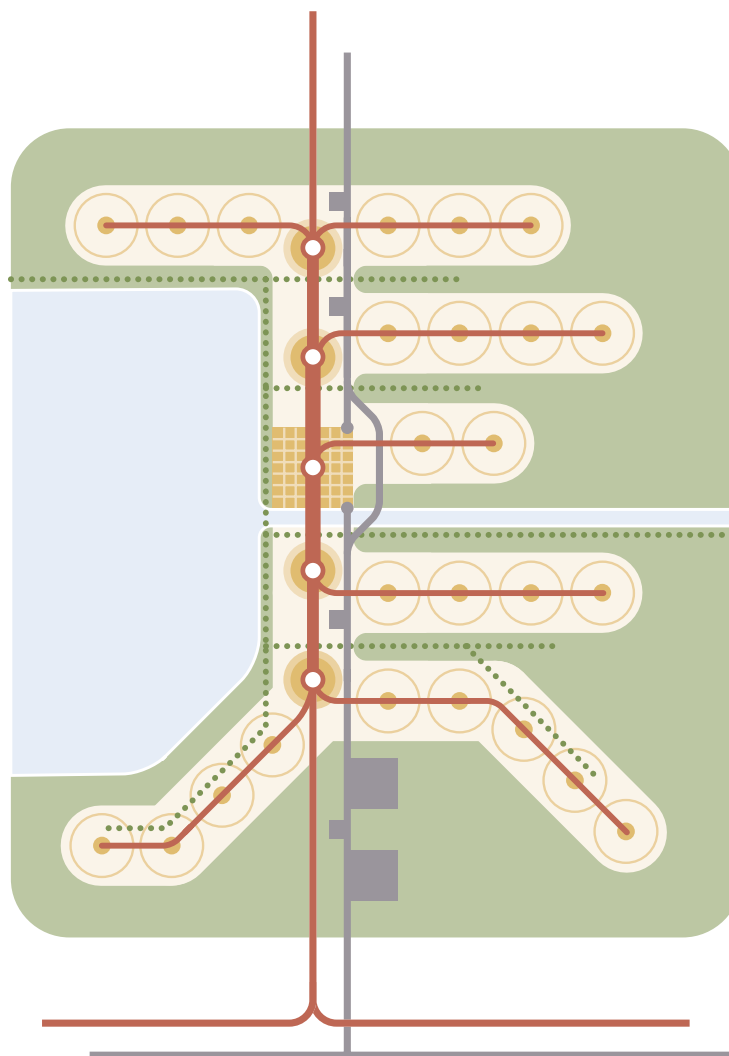
A continuous green structure consisting of natural land and water, recreation areas, parks and farmland. Green corridors and connections link the local communities, with their green areas, to the surrounding countryside.



A main network of cycle tracks makes the bicycle an attractive mode of transport. The tracks can follow the green corridors, but must also provide quick and easy connections between city centre, local urban centres and transport nodes.



Main highways are routed outside local communities, the city centre and transport nodes, with secondary roads serving the centre and the nodes. Heavily car-dependent business activities with few employees and few visitors are located close to the main highway network.



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The Sustainable Cities Programme in Norway was initiated by the Ministry of Environment in 1993 and has been an experimental development project in five urban municipalities. Extensive work has been carried through during the seven programme years in order to develop methods and models for more environmentally friendly cities.

The main idea of the programme has been to view and approach the environmental challenges in the cities in a comprehensive manner, where both long-term planning efforts and short-term measures and instruments are utilised at the same time. The programme was finalised in the fall of 2000, and the results and recommendations were presented and discussed at a big national conference in Oslo.

This brochure presents the core content of the exhibition at this conference.



The Main Report, summarising the whole programme, will be translated to English within the near future. This report gives an overview of the main conclusions, as well as specific recommendations for local, regional and central authorities. The report will be found at the web site www.miljo.no, or it can be ordered at the following address:

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