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buildings, originally erected for military purposes; between 700 and 800 people reside here.

If we attempt to describe the most important or, at any rate, the most significant trends in contemporary Danish housing construction, we must not fail to mention the experiments made in the summer camps in 1970, 1972 and 1973 with Carsten Hoff and Susanne Ussing as "architects". Without being inhibited by technical obstacles, they provided the basis for shelters using boards, fish nets, canvas and corrugated cardboard, their sole ambition being to put a roof over people's heads. Within the framework of a loosely suggested model, those moving in erected their own refuges.

There is now general agreement on the importance of joint decision making by all concerned in the planning of a housing environment. There is also agreement on the principle that the costs of co-management ought to be regarded as a public investment, because it contributes to a more rational utilization of resources

and an improvement of the social environment.

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Hans Munk Hansen
Functional transformations in the harbour of Copenhagen

The inner harbour of Copenhagen has for centuries constituted the major axis of the city. The harbour was given its present shape in the second half of the 18th century.

Yet another radical change in the functions of the harbour has been under way in the last few decades. Freight is now transported and stored in containers. Instead of warehouses there are now required large open areas, which are available only outside the old harbour district. At the present time there are mainly the few passenger ships that tie up at the old docks. The question of a new utilization of the harbour and its immediate vicinity has become increasingly pressing in the last few years. Here the city has a unique chance to assume a new visage. Unfortunately the

planning has not been supported by any comprehensive idea. Nothing would have been more natural than to convert the entire harbour basin into a big central recreation area for the city's million residents. However, reasonable partial solutions have been found here and there on a smaller scale.

Page 38
Michael Varming
Traffic architecture

The government is attempting to get people to pool their cars so that several persons ride in one car. The purpose here is to reduce the rush-hour traffic on the main thoroughfares and the need for parking-sites in the central districts of the city. For this reason, two "meeting-places" for car pools have been set up. They are situated about 30 kilometers from the centre of Copenhagen. There is a parking area and a small building with a bicycle park, a waiting-room with a notice board, where one can write the name of his destination or

indicate that he can take passengers, toilets and telephone. The installation is only a year old, and it is too early to say whether the experiment is successful. However, practically every day the 50 parking-sites are occupied and the bicycle park is filled up.

New traffic plan

The introduction of residential thoroughfares is under way everywhere in Denmark on the Dutch model. We make a distinction between "quiet streets", where cars may circulate at a speed of only 30 km per hour, and "playing-and-lounging streets", where the speed limit is 15 km per hour. These endeavours have been made possible owing to special legislation and corresponding ordinances. Nevertheless, this is a relatively slow way to reorganize the traffic system. The whole idea of a new traffic plan is now being reconsidered. The outcome will probably be that in entire continuous residential enclaves the streets will be designated and marked as residential thoroughfares.

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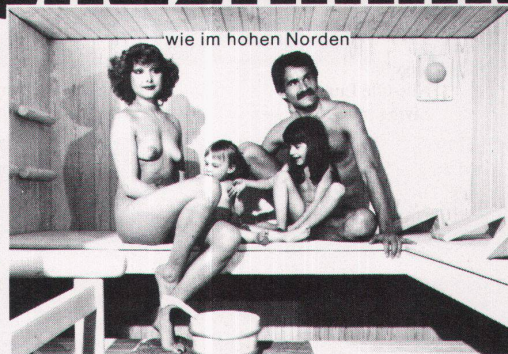
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