

From road obsolescence to contemporary European scenic roads.

First Author

Marina Cervera Alonso de Medina,

Catalonian Polytechnic University (UPC), ETSAB Faculty of Architecture,
Barcelona, Spain.

e-mail: cervera_marina@coac.net

Second Author

Josep Mercadé Aloy,

Catalonian Polytechnic University (UPC), ETSCCP Faculty of Civil Engineering,
Barcelona, Spain.

e-mail: josep_mercade@coac.net

Abstract:

Object: European non-motorway roads nearby natural and cultural heritage overlapping cross border regions in the European Union.

Subject: Redundant roads as an Opportunity for land- use change, landscape identity disclosure and reduced-speed access network for the promotion of cultural tourism.

The paper sustains a methodology to alleviate road redundancy by reconvertng them into a reduced-speed access network. The aim would be to recreate historical access and circulation flows, which in turn might emphasize a more appropriate visual approach to cultural and natural heritage. Thus, we face the reinterpretation of the 'scenic route' concept on the contemporary European transport framework. Our goals are to promote an alternative, reduced-speed tourist network, focused upon culture, heritage and landscape; recycling the redundant roads under consideration.

Keywords:

Redundant road - Landscape –Cross Border European Regions - Scenic Route - Cultural Tourism.

Introduction:

We have conceived a three-part structured paper: Developing key works and concepts in "Background," analysing the state of the art in "Questions for our present" and getting to conclusions in "Questions for the future."

Background

Road and Landscape

The mass consumption landscape as a product is the one offered from road (or rail) infrastructures during a travel. The traveller is aware that he is part of the scenery through which he is passing¹. A holistic complex is formed by route, immediate environment and surrounding lands. Spatial image is then linked to travelling speed. Consequently, nature and city landscape is framed in a succession of perceptions building the “mental image”² of the visited territory.

Driveways offer a structural tool for in habited landscapes formation and transformation beyond road functionality, and its ambiguous characteristics described by Ambrosini³. This new spectrum of possibilities has not yet been thoroughly explored.

We will deal with contemporary landscape issues through the characterization of the route and the opportunity for designed projects along them. We will focus on regional identity, perception versus speed and new potential uses we should socially request for redundant roads as forgotten public spaces.

Regional and Pan-European identity

Historically, European culture has not led to geopolitical unity. Nowadays, national loyalties live with the sense of continental integration. The European Union⁴ is undoubtedly the most concrete example of Pan Europeanism, often opposed to the nationalism of its member states. The development of State binary juxtaposition as the main basis of "national territorial identity" leads to the impoverishment of identity itself, neglecting most of the multiple cross-border identities present in our European territory. We should be sensible with those regional identities divided by political borders created in treaties and military agreements. In the past, border divisions were imposed separating communities and heritages, turned apart into different States, where they had to evolve in divergent manners, without losing the common notion of identity.

One of the main goals while developing a politically and economically United Europe is the build-up of a strong pan European identity. In order to confront the rest of the world as a unity, it is required to strengthen the supranational bonds enhancing the values of democracy, human rights and the welfare state. However, this task of building a common identity has to be accomplished in parallel to the

¹Jellicoe G.A. (1960) “From this point onwards, whether the eye is concentrated on local detail or distant view, the traveller is aware that he is part of the scenery through which he is passing. The undulating tracks rise and fall gently with, the ground” in *Studies in Landscape Design*, Chapter VI Motorways, Oxford University Press, Amen House, London, pp 73

²Lynch, K. (1960) “There seems to be a public image of any given city which is the overlap of many individual images” in *The image of the city*, Massachusetts Institute of Technology, Cambridge, Mass. pp 46.

³Ambrosini, G. (2002) “Ci accordiamo oggi del carattere ambiguo della strada: è infatti al tempo stesso uno spazio aperto e un manufatto con un proprio spessore; accoglie attività differenti, definibili tanto in maniera precisa (quelle di trasporto), quanto in maniera vaga (quelle di relazione); assume un ruolo palese (quello di collegamento) e uno implicito (quello di redistribuire i valori)”. In *Straede e paesaggi, letture e strumenti progettuali*, Celid, Torino, pp16.

⁴European Union (1992) in *Consolidated versions of the treaty on European Union and of establishing the European Community*. Maastricht.

recognition of Europe as a kaleidoscope of identities. Furthermore, in this mission, shared heritage of landscape should base the new identity values over regional and national interests.

Europe includes the western peninsula of Eurasia. Most of the borders between EU countries are political boundaries still in change, but still lots coincide, in fact, with physical boundaries. Those rivers, mountains and seas are considered great landscape heritage and are precisely located in cross bordering regions. Therefore, we propose to focus our attention on these areas of intrinsic natural and cultural interest.

Road obsolescence and cross border infrastructure

The basis of obsolescence is the historical paradox between the technological capabilities of humans to generate more efficient and durable products and the inability to integrate their products or recycled counterparts predecessors. As the "need" to adapt by replacing items grows, the neglected objects create enormous amounts of waste and ambiguous of states use. This phenomenon leads to serious environmental problems in most fields and in our case. Road system redundancy generates landscape impact.

Obsolescence is the state of being, which occurs when an object, service or practice is no longer wanted even though it may still be in good working order. Obsolescence frequently occurs because a replacement has become available that is superior in one or more aspects. Obsolete refers to something that is already disused or discarded, or antiquated. Typically, obsolescence is preceded by a gradual decline in popularity, but tough it may be due to different causes. All has an economic background.

If we apply this concept on the road systems, we would easily agree that redundant roads are due to planned obsolescence⁵. The planning of a new infrastructure on a regional/local basis is always a conscious and deliberate act. It entails planning, testing of alternatives and detailed design for the object (whether it is a new road, tunnel, bridge or variants). Therefore, we do not consider other types of obsolescence, as functional or perceived in our research. Promotion in public institutions would then represent the manufacturer strategy in the territorial context. The manufacturer when marketing for new improved products at the expense of others, whose performance is still acceptable, knows they will be relegated to obsolescence or definitely convicted as obsolete.

When confronting the road system redundancy as a case study, we will also consider out of use pieces. Only those specifically closed to traffic by fences will be called "obsolete roads" as meant to be a waste engulfed by the landscape and nature. Conversely, if the road is open for use, we will consider it as "obsolescent", whether it is kept as an abandoned redundant road, or it is included within a management or conservation program. We are interested on redundant roads as phenomena of disuse, neglect, fall and change of use. We believe it is precisely these changes in its flow behaviour the opportunity for the landscape regeneration. Ranging over from the romantic imagery of ruin as landscape, to new landscape's generation on expectant interstices of "terrain vague" between two twisted redundant tracks, may be generating spontaneous informal leisure use on redundant routes.

All these phenomena are especially visible in the obsolescent European cross-border areas where a non-motorway conventional road system redundancy overlaps to obsolescence processes in boundaries. Those hotspots concentrate road redundancy (disappearance of physical borders through major infrastructural innovations such as tunnels, viaducts or variants) with their own obsolescence as State border within European Union Area (police stations, military control, tax-related shopping).

⁵Fowler HW and Fowler FG (1st ed.), (1995). "a policy of producing consumer goods that rapidly become obsolete and so require replacing, achieved by frequent changes in design, termination of the supply of spare parts, and the use of non-durable materials. " in *The Concise Oxford Dictionary of Current English*, 9th Ed. Thompson Delia (ed.) Claremont Press, Oxford.

Scenic routes and cultural tourism

A scenic route⁶ or tourist byway is a specially designated road that travels through an area of natural or cultural beauty. A governmental body, such as Ministry of Transport usually determines its designation. Therefore, we can define the main characteristics of the route such as low traffic intensity, reduced speed and panoramic or strategic views over natural or cultural areas.

Cultural tourism is meant to be linked to the restoration of man-made landscapes in geographical areas related to an activity or event that contains certain aesthetic and heritage values⁷. We may consider cross-border regions as highly symbolic areas. They are located on huge cultural and natural heritage sites, which should be considered as “communicative” landscapes. They are primary to explain the national and European common history. We, therefore, consider these areas as to have specific requirements generated by local cross border heritage and the need to display it as a unit for the interested visitor, who may also be attracted to retrace the old border limits along or across border roads.

We have outlined some paragraphs above the idea of coincidence of physical and political limits. We want to highlight the importance of focusing the visitor’s view on the cross border natural and cultural heritage. On those treasures often managed by different government’s beauty still prevails. We understand the singularity of these cases and the importance of providing a unique lecture output for common landscape and constructed heritage. Sewing landscape through a shared management and protection degree should be a priority in European policies. We may remember in here cases such as the Alps, Pyrenees and Jura. Where these circumstances occur there is clear coexistence of the mountain pass roads (with curved roads zigzagging, spectacular views and large altimetry changes) with contemporary tunnels.

Study case and research selection criteria

We will stay focused on redundancy research for non-motorway conventional road systems in cross border regions of the European Union. We will work on identifying a reduced-speed access network for the promotion of cultural tourism. We will consider those detected areas as “sites” for landscape opportunity where to intervene and restore, reinterpret or reuse roads as new scenic routes for contemporary European stage.

Therefore, research field will be limited to relevant case studies. We will concentrate on the road system located on areas of a natural beauty tangent or overlapping the borders between countries of the European Union. The selection criteria will be provided by the characteristics required by the

⁶AASHTO, the American Association of State Highway and Transportation Officials Department of Transportation “Scenic route or A tourist highway or holiday route is a road which is marketed as particularly suited for tourists. Tourist highways may be formed when existing roads are promoted with traffic signs and advertising material. Some tourist highways such as the Blue Ridge park are built especially for tourism purposes. Others may be roadways enjoyed by local citizens in areas of unique or exceptional natural beauty.

⁷Sabaté, J. (2004) “Un paisaje cultural es un ámbito geográfico asociado a un evento, a una actividad o a un personaje histórico, y que contiene, por tanto, valores estéticos y culturales. El proyecto de un parque patrimonial implica garantizar en un determinado paisaje cultural la preservación de sus recursos patrimoniales y, al mismo tiempo, ponerlos al servicio de la reactivación económica de la región. Del mismo modo que las ciudades juegan un papel crecientemente importante en la era de la información, muchos espacios asumen un protagonismo cada vez más relevante como lugares comunicativos.” In *Paisajes culturales. El patrimonio como recurso básico para un nuevo modelo de desarrollo*. Abstract pp 1

scenic roads. Our case studies will be restricted to non-motorway roads⁸ implying reduced speed's traffic and low traffic values, provided by the obsolescent byways. We will consider only strategic views on natural and cultural places to enhance aesthetics and half drive required for circulation in the road⁹.

Transport systems and means of access have defined and shaped both the perception and social use of land by burdening the network infrastructure within the landscape.

Over time, successive layers of terrestrial networks have been blurred, juxtaposed and in many cases completely superimposed to form a complex palimpsest of overcrowded, oversized, obsolescent or (lost) means of access. This talk will focus on the new landscapes of opportunity generated by the 'redundancy' of more conventional roads. The tools for this analysis will comprise stretches of redundant or 'dead' roads, dual access routes, and village bypasses of redundant roads emphasizing the landscape they create. In order to understand this decline in use and enable its recovery or redefinition, research is required for a better understanding of the historical influences of both the creation and evolution of these evident or hidden underlying scars.

We are interested in those scars still visible and obvious in the infrastructure (redundant parts) but also those visible but often go unnoticed (displayed obsolescence) and the underlying invisible one acknowledged by documents and studies (underlying obsolescence).

Redundant road

State of the art

The irreversible coming together process of the European Union provides major landscape changes by eliminating physical and economic boundaries. In the process of unification, Europeans have transformed their landscapes borders, and everything will certainly evolve during the triggering process of real border obsolescence due to European strategic policies and specific bilateral agreements to manage shared assets. The unification process implies a parallel strategy of building in a pan-European identity. We should be emphasizing the importance of landscape as a common heritage, basic and continuous. We believe landscape to be a tangible shared reference for supranational identity. Humanity has drawn constantly changing political boundaries over this ever-fixed scenario unaware of historic contingencies. Our starting point will be the assumption that contemporary identity is becoming more complex and no longer responds to the usual residential location idea, but is also the result of mobility "everyday" non-sedentary¹⁰ patterns.

⁸Gobierno de España (1993) "Segons disposa l'article 5 de la Llei 7/1993, de carreteres, aquestes es classifiquen en vies segregades (autopistes i vies preferents) i carreteres convencionals. Nosaltres ens centrarem en l'estudi de l'obsolescència de les vies convencionals, que es defineixen per la manca dels atributs propis de les vies preferents: 1) Manca de limitació dels accessos a les propietats confrontants, 2) Manca d'enllaços a diferents nivells, 3) Manca de separació entre les calçades o calçada única." In *7/1993, de 30 de setembre, de Carreteres. Article 5.*

⁹Gobierno de España (1993) "Es consideren carreteres les vies de domini i ús públics projectades i construïdes fonamentalment per la circulació de vehicles. Queden exclosos de l'Àmbit d'aplicació d'aquesta Llei: -Les Vies i Accessos un els nuclis de població que integren la Xarxa viària municipal, sempre que no tinguin la consideració de tram urbà o travessa. -Les Pistes Forestals i els camins rurals. -Els camins de servei o d'Accés, de titularitat pública o privada, construïts com elements auxiliars o complementaris de les activitats específiques dels seus titulars. -Les Noves Vies que siguin executades pels Ajuntaments d'acord amb el Planejament vigent." In *7/1993, de 30 de setembre, de Carreteres. Article 2.*

¹⁰Ole B. Jensen (2009) "Contemporary cities and places are defined by mobility and flows as much as by their sedentary and fixed properties. In the words of Shane the city may be seen as configured by 'enclaves' (fixed and bounded sites) and 'armatures' (infrastructure channels and transit spaces). This paper takes point of

Major infrastructure improvements in European transnational corridors were compounded by massive car democratization. This century has revolutionized the concept of identity by sponsoring contemporary obsolescence of old mobility habits constrained to state military control. This phenomenon, coupled with the national border obsolescence after the Schengen¹¹ agreement, has brought changes in European mobility and led to an evolution of the Euro regional cross-border identity. Perhaps the newfound freedom will promote the revival of old historically fragmented identities. Alternatively, on the contrary, it will promote new forms of regional belonging. The only certitude is the direct implications of any high-level decisions taken in Brussels (as a future convergence of European economic and fiscal policies). Our landscape is made by policies embodied in our territories, so any decision will quickly be completed in our landscapes and consequently, in the sociological interpretation we make of them.

The powerful European cross-border corridors have sponsored certain road's obsolescence. When referring to the old long-distance mobility the change is obvious. The obsolescence of the "border as a limitation" has revolutionized the mobility habits around the state perimeters. The long-haul traffic and high-speed lanes are now concentrated on the motorways spoiled by European public and private investors to facilitate transcontinental goods transportation. Surprisingly, old borders, mountain passes, mostly, dotted controlled roads system access to neighbouring country territory held an alternative attractive. A specific target of users who enjoy stepping out of the Euro highways to get to know better the landscape they cross. Often, these obsolescent routes overlap the new ones creating visible redundancies or underlying ones. However, the main point is that beyond the fast travel experience between countries through large infrastructures, old roads survive in a permanent state of obsolescence never ending to become completely obsolete.

This redundant cross border road intrigues us.

Why would possibly convince those drivers to ignore a safer and faster itinerary? Is it only a residual process due to mobility habits confronting its obsolete destiny? Can we target a society profile interested in alternative mobility proposals? Could we assert driver's segregation through mobility requirements? Are certain drivers willing to discard speed in order to obtain cultural- tourist new experiences?

Are there only economic reasons for the detected driver profile segregations (toll, tax's fluctuations...)?

departure in a critique of such a sedentary/nomad dichotomy aiming at a third position of 'critical mobility thinking'. The theoretical underpinning of this position reaches across cultural theory, human geography and into sociology. It includes a notion of a relational understanding of place, a networked sense of power and a re-configuring of the way identities and belonging is being conceptualised. This theoretical framing leads towards reconceptualising mobility and infrastructures as sites of (potential) meaningful interaction, pleasure and cultural production. The outcome is a theoretical argument for the exploration of the potentials of armature spaces in order to point to the importance of 'ordinary' urban mobility in creating flows of meaning and cultures of movement." In *Flows of Meaning, Cultures of Movements – Urban Mobility as Meaningful Everyday Life Practice*. Department of Architecture and Design, Aalborg University, Aalborg, Denmark pp2

¹¹European Union (1985). "It was supplemented by the Convention implementing the Schengen Agreement 5 years later. Together these treaties created Europe's borderless Schengen Area which operates very much like a single state for international travel with border controls for travellers travelling in and out of the area, but with no internal border controls. The Schengen Agreements and the rules adopted under them were entirely separate from the Eu structures until the 1997 Amsterdam treaty which incorporated them into the mainstream of European Union Law. The borderless zone created by the Schengen Agreements, the Schengen, currently consists of 25 European countries, covering a population of over 400 million people and an area of 4,312,099 square kilometers (1,664,911 sq mi) in *The Schengen Agreement* is a treaty signed on 14 June 1985 near the town of Schengen in Luxemburg, between five of the ten member states of the European Economic Community.

Could we assume secondary roads keep ancestral cultural bounds and common historical mobility of segregated communities? Can we relate this redundant road attraction to the cultural – green tourist movements? Could we identify a direct link between cross border mobility and nearby natural and cultural areas? Could we consider landscape as one of the agents responsible for this mobility phenomenon? Could panoramic attributes be the visual magnets for redundant roads of Europe's borders success?

Furthermore, are we witnessing an informal increase of tourist-recreational-sports use in these redundant fragments? Is this the emergence of informal attitude promoting the social regeneration of those roads? Would we anticipate those activities as a sign to determine the need of a slow road's network to promote a cultural view of the territory? Is it necessary or advisable the planning and design of a new system to regenerate redundant road into cultural routes? Could we consider them as European scenic roads made to revitalize low-speed¹² boundary's mobility? Is there a certain route, which should be given priority for the interest of the natural/ cultural heritage linked to them as a reinterpretation of the scenic routes of Europe?

As we have quoted previously the proliferation of alternative routes during the twentieth century, were imposed on the territory in response to a growing demand for speed and security of transport route. This was the starting point for an obsolescence phenomenon. The man-made redundancy of road trips and the total inequality in the provision of services on those roads was never something taken into consideration by us planners. Therefore, we could conclude we need a conceptual second though on the beforehand management of road obsolescence and revaluing the virtues of natural- original road.

We research from the assumption that historical paths¹³ (medieval paths, Roman roads, major processional routes, main cattle roads) have formed the basis of the first structure of the territory¹⁴ framework. Conceived before the national current boundaries, they communicated and provided access to the vast majority of built heritage, contemporary tourist consumption hotspots. These roads are now asphalted roads, non- motorway routes hardly distinguishable from the new ones. Consequently, they are relegated to anonymity and neglected by users. We want to report the fragmentary treatment of historical cross border routes damned by military strategy's trans-European policies. We claim for a unified treatment of common tangible and intangible heritage management policies over the state consideration in order to achieve historical sense and aesthetical unity.

Furthermore, we believe only contemporary landscape sensitivity, could understand and emphasize the importance of preserving and rediscovering the historical accesses to each country. This very simple attitude would promote the ancient cross-border routes revealing national and European identity by cultural itineraries. Skipping to a smaller scale, we should proceed the same way, for the immediate visual accesses to old towns and heritage assets. The value of the architectural object culture should evolve to the importance of the historical implementation on site. That would definitively turn tables

¹²Guttorm F. (1999) "Slow Travel is an evolving movement that has taken its inspiration from nineteenth-century European travel writers, such as Théophile Gautier, who reacted against the cult of speed, prompting some modern analysts to ask "If we have slow food and slow cities, then why not slow travel?". Other literary and exploration traditions, from early Arab travellers to late nineteenth-century Yiddish writers, have also identified with slow travel, usually marking its connection with community as its most distinctive feature. Advocates of slow travel argue that all too often the potential pleasure of the journey is lost by too eager anticipation of arrival. Slow travel, it is asserted, is a state of mind which allows travellers to engage more fully with communities along their route, often favouring visits to spots enjoyed by local residents rather than merely following guidebooks." *in Slow movement manifesto*.

¹³Campillo, X. (2010) "Un camí és una franja de terreny que possibilita el trànsit o que té aquesta destinació. Es a dir que en un sentit genèric, qualsevol via de comunicació o infraestructura viària és un camí: no sols corriol i camins rurals i pistes forestals, sinó també carrers, carreteres, autovies, etc. "Al principi tot eren camins". In *El llibre dels camins*, Arola editors pp19.

¹⁴Tarragó, S i Navas T. (2003) " En aquest sentit, s'ha de tenir present que la vialitat natural és sempre més antiga i nombrosa que la oficial, malgrat que aquesta última tingui una millor qualitat d'acabament i admeti trànsits més avançats" in *Obres públiques a Catalunya, present, passat i futur.*, Real Academia d'Enginyeria, pp 32

to an expressive narrative speech. Heritage was set in crucial historical road crosses and strategic points of our architectural heritage and landscape where generators of the historic routes that we have inherited. The preservation of the route itself in landscape is vital for understanding the treatment of the road identity idiosyncrasies.

Future questions for Landscape opportunity

It is now time to reconsider our attitude towards the future. If we really are aiming to a non- boundary Europe where only physical borders stand still and all tax differences have been absorbed, we have to be prepared to face a major change. This decision will deal with transformation in landscapes from agriculture to urban development. Until now, the “landscape border” aesthetics was characterized by a recognizable repertoire (new planned towns focusing on trade products subject to different tax charges, enormous gas stations, recreational complex for transportation professionals, loading docks....) of infrastructure basing their appeal on the strategic position of the border. Which will be the future of those cities when European borders will really be obsolescent? How should we approach contemporary infrastructure obsolescence? Are these new public spaces linked to the road an opportunity to regenerate the landscape? Is cultural tourism an answer to revitalize these vestiges of our history launching local economy marketing based on other values? How should we deal with those elements that became part of the Regional Infrastructure¹⁵?

Recycling may be an answer.

Could we be recycling the redundant cross border road, but how? Shall we reassign social uses? Reactivating them strategically through low speeds for which they were designed years ago? Could we preserve routes in order to enhance tourism brand? Alternatively, shall we erase their trace in order to restore the ecological balance and made this landscape waste disappear?

On one hand, recycling can lead to preservation. There is an obvious need for some degree of protection to preserve the intangible values of some cross-border roads. Some of the interesting redundant road fragments are still naturally approaching to architectural heritage local in the most independent transnational way. That road should be considered as a heritage to protect by themselves. In some cases, for example, the stone paved ones should be considered to restore them making them visible. Nevertheless, in other cases, the aim would be to protect the route, the views, and the immediate landscapes. Obviously, this would mean to systematically inventory cross-border accesses and national protection protocols in order to evaluate management policies. Finally, one might propose the revision of best practices at European level in order to consent common conservation strategy to ratify by all European Union states.

On the other hand, we might require the recycling operation based on intervention. We have detected two main variants in the interventionist strategy. First one would be based on ecological restoration through removal and organic absorption of these pathways. The other would consider formulating the use of infrastructural redundant roads, we would consider to be maintained.

As designers will undoubtedly be attracted to the intervention option, we could propose to establish criteria for intervention. This would imply the conversion of some fragments of redundant roads into the structural network for a European contemporary scenic route net. We should then proceed to

¹⁵ Solà-Morales, M.(2009) “L’infrastructuralisme és la moda que denuncia l’absència quasi total d’intraestructuralisme, de consciència del propi model. “in *AT Arquitectes de Tarragona*, Camp num 19 pp3

analyse road fragments through different geographical sites in relevant European study cases in order to constitute a catalogue of recommended interventions (artistic-recovering the memory of the place (Figure 1), promoting eco-environmental recovery (Figure 2) and stimulating activity by increasing social benefit (Figure 3).

All those typified interventions would at the end improve regional identity acknowledgment and contribute significantly to landscape undertaking visual education. We understand this option to be the first step leading to the recovery of an existing network of low-speed routes. Promoting a closer relationship to landscape and redefine cross border identities.

We have witnessed signs of this emergent informal activity traced in some parts of the studied obsolescent roads (routes for cyclists, rally karts, horse-drawn ride, and improvised picnic areas). This could point to a future social demand to access land with slow movements.

These facts added to the increasing interest in cultural tourism would generate the required mentality change in favour of another way to visit other countries or nearby territory. Slow¹⁶ travelling enables the visitor's comprehension of the succession of landscapes and their intangible values determining our interest for the slow movement in scenic road routes crossing or bordering European states.

We believe this "other landscape infrastructure" to be the opportunity for landscape to rebuild the European cross border identity. We should consider embracing the concept of the physical border above politics, encouraging slow tourism and approaching and "cross border brand." This specific effort to promote mobility over nations would reinforce the recalling of common features of historical identity and ensure better future.

Case study:

¹⁶ Lynch, K. i Appleyard, Myer (1964) "The driving experience can now be described as being sequence played to the eye captive...audience whose vision is filtered and directed forward." in *The view from the road*, Massachussets Institute of Technology, Cambridge, Mass. pp 4.

Spanish National Road 260.

This road crosses borders Spain and France along the Pyrenees. Our case study was made from France's border to Basalú (a town in the Garrotxa area, in Catalonia, Spain) a historical national property.



Fig 1



Fig 2



Fig 3



Fig 1



Fig 3

Figure 1 For example, Bernard Lassus, Land art installation, CRAZANNES or potential scenic routes in Portbou redundant fragments of n260 road. Some curves offer spectacular views from Cape Cervera, where the wall that used to protect the route has been eroded by the wind. Nowadays, many drivers and visitors miss the tunnels constructed two years ago to experience the views, the wind and the sea from the mountain pass.

Figure 2 an example might be viable in N260 road, near the neighbourhood of Queixàs. We found 8km of abandoned route (N260a) obsolescent within a small forest of pine. In summer time trips in a carriage and horse are available and carts competition promoted. The poor condition of the asphalt of the road is particularly visible to the edges, which can be broken down leading vegetation to invade the width of the road. Occasionally other road could be recycled into a non -paved, vegetal track.

Figure 3 N260 Road to from Cerbère to Portbou. Redundant curve, still in use where spontaneous drivers have decided to rest and picnic while driving through the Spain-France border.