

E16 - Living Cities | European Norway | Competition Brief

COMPETITION FACTS

Prize money:

- 1st prize: 12 000 EUR
- 2nd prize: 6 000 EUR

Commission for winners:

- Commission value; 1 500 000 NOK, divided in 3 sub projects:
1; Small-scale project with temporary interventions. 2; Design of the courtyard of the municipal block. 3; Strategy for public spaces at the project site.

Site representative:

- Haugesund municipality

Actors involved:

- Haugesund municipality,
- Aibel, The local community

Team representative:

- Architect, urbanist, landscape architect

Expected skills:

- Multidisciplinary teams with strong skill sets in architecture, ecology and social design

Communication:

- Online publication and local exhibition

Jury

- 1st evaluation with site representatives

Post competition immediate procedure:

- National workshop with the winners, runners-up and site representatives of Norwegian sites following the award ceremony
- Invited workshop on-site for winners



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How can this industrial island of breathtaking contrasts become place where industrial activity and all forms of life complement one another?

[Click here for a virtual tour of Risø](#)



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Risøy has always been the economic engine of Haugesund. As a vibrant interface between the local and global economy, Risøy is a place where civil society and industrial activity always existed side by side. That balance has gradually been upset: the industrial activity has been scaled up, whereas the historical residential area has been neglected. The island is bursting with unique locations and dramatic contrasts, but the streets are devoid of activity, and its public spaces are run down.

The residents of the iconic island of Risøy are proud of their identity but face challenges with respect to standards of living, infrastructure and access to services. How can this industrial island of breathtaking contrasts become a better place to live, where the industrial activity and daily life complement one another?

Risøy is in need of a public space strategy that accommodates the pulsating flows of workers, cruise passengers, goods and machines that pass through the island and at the same time gives special care to the few remaining ecosystems and the vulnerable groups living on the island.

Haugesund has entered European before and in 2020 received the Housing - and Town plan prize for their 10 year long engagement with the implementation of the winning entry from European 11. The municipality now trusts European with their next large town planning process on the island Risøy - a site that invites entrants to envision both the big picture and detailed local interventions in order to weave the large- and small scale together into a functioning whole.



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European 16 - Living Cities

Dear architects, landscape architects and urbanists! The open international idea competition European 16 – Living Cities is being launched at a critical time. We are between the climate crisis, the biodiversity crisis, and seeing the contours of a health crisis that is likely to well outweigh the direct impact of the pandemic. European Norway has won the trust of four Norwegian municipalities that want the emerging generations of practitioners to point out how their communities can prepare for the future. We ask you as a European 16 participant to demonstrate how these towns and places can set an example with designs and strategies to help prevent social and ecological collapse. No other professions are better placed to illustrate that the crisis scenario also represents unique opportunities. The challenge is as follows: show how we collectively can create vital towns and villages based on social and environmental justice.

With the themes Metabolic Vitalities and Inclusive Vitalities, we invite you to take a systemic approach to all streams of life and energy that help shape our society and give vulnerable groups and imperilled ecosystems the consideration they need to build equitable communities. It is a challenging yet exciting time to be practising spatial planning. More than ever, the teams tasked with creating sustainable towns in which we can live and work in the future must embrace cross-disciplinary approaches and innovation. The demand to consider the natural environment and biodiversity is more present than never before — we will not succeed with society's most pressing task without integrating our knowledge of nature, fauna and flora in the planning processes.

The Norwegian towns looking to the international community for exchange and new ideas to develop Living Cities are Haugesund with Risøy, Levanger with The Wooden Town, Nesodden with Fagerstrand and Ringerike with Hjertelia. Representatives of the local authorities have put a considerable amount of work into preparing for the competition. At European Norway we are proud that they have chosen the open international architecture competition as a tool for their town and urban development processes. The city of Haugesund was in 2020 awarded the BOBY Housing - and City Planning Price for its work on executing the zoning plan in Flotmyr, where European 11 was instrumental in drawing up a framework and holistic vision for the development. We hope that the European 16 candidates will be inspired by the fact

that Haugesund is preparing to make European 16 an equally vital element in its next big urban development project: The island of Risøy

The municipality of Nesodden ranks high in the Sabima ranking of how well local authorities in Norway incorporate nature and biodiversity in their plans. Nesodden has adopted a progressive approach to the issue; The municipality asks participants to identify measures for comprehensive densification of the rural village of Fagerstrand on nature's terms. Meanwhile, in Ringerike, the local authority wants to build a pilot project for a brand new kind of neighbourhood in Hjertelia, a productive landscape close to the town centre. In 2013 Sabima introduced a new criterion in their ranking: land degradation neutrality – a concept comparable to climate neutrality but implicating a target of zero net loss of natural land. It is an apt reminder for those wanting to get involved with any of the sites in European 16, reminding us that we are on the threshold of an entirely new paradigm in town - and urban development worldwide. European Norway has selected sites in municipalities that have demonstrated a desire for change, and they want you to show the way.

The case of Levanger represents the ultimate challenge in respect of the Living Cities theme. In 2018, the centre of Levanger was listed as protected cultural heritage for its well-preserved town plan from 1846 and characteristic wooden architecture. The Directorate for Cultural Heritage declared that the listing should not pose an obstacle to development. The meaning of that statement could be subject to inquiry in itself, but the edict added an additional element to a more general problem: the decay of small towns. Here the local authority has spotted an opportunity, and it wishes to use the competition to investigate how the historical qualities can be used to drive development. How can we restructure our cultural and physical heritage and – while being mindful of all kinds of life – create tomorrow's sustainable and equitable towns in light of what we have learnt from the past?

Dear participants. We are looking forward to discovering how you would solve the challenge and to working with you after the competition!

On behalf of the municipalities of Haugesund, Levanger, Nesodden and Ringerike,

The European Norway secretariat
Bjørnar Skaar Haveland and Tone Berge



The shipyard looms over the residential neighbourhoods of Risøy. View from the Risøy bridge.



Risøy lies between Haugesund centre and the Karmsundet, the most trafficked shipping lane north-south along the Norwegian coast. Map European Norway.

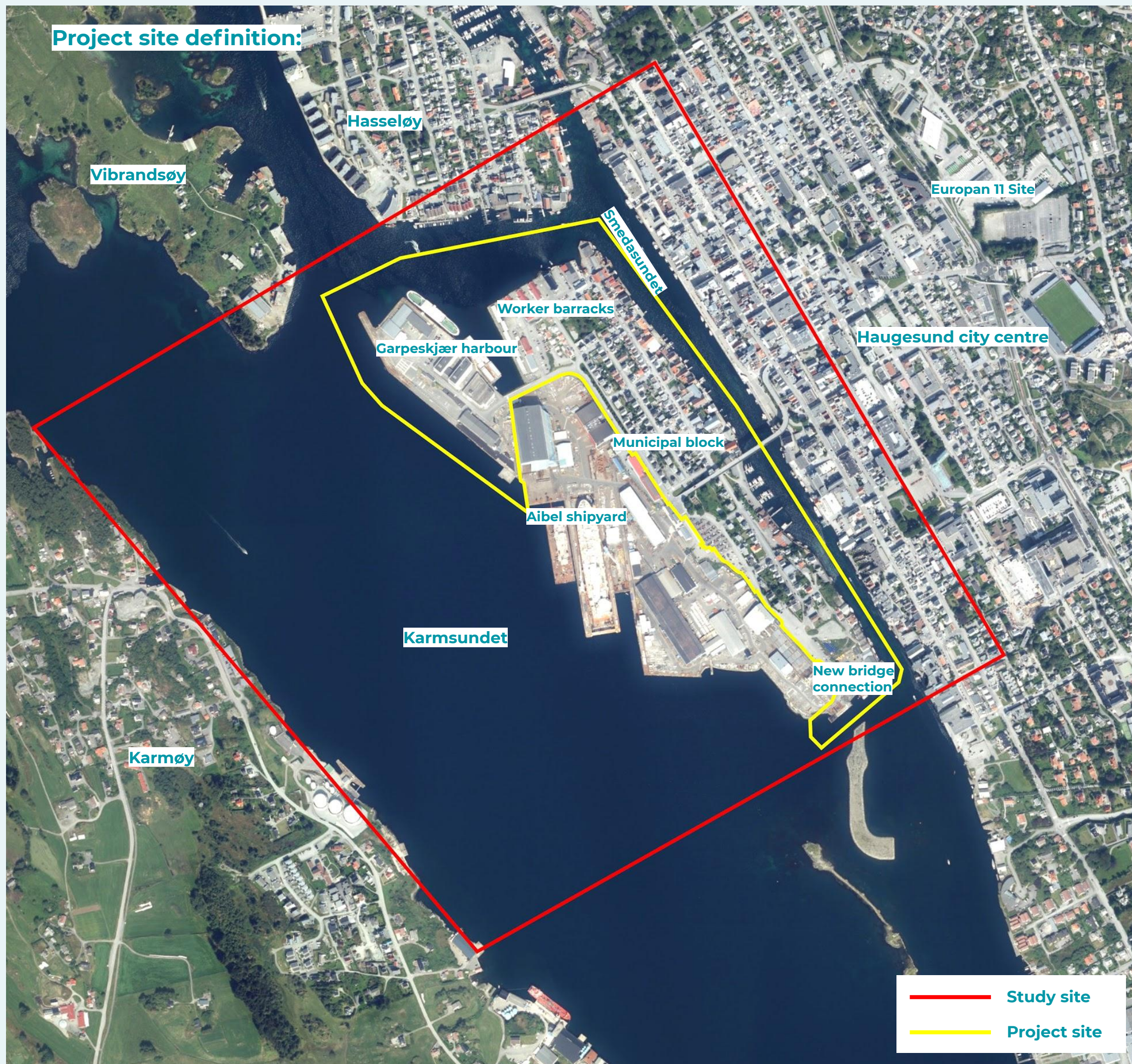
Competition premise

Risøy, a neighbourhood in the centre of Haugesund, is home to a shipyard that is one of the most important employers for the town and region, as well as older housing of highly variable quality. The island is also an important terminal for local ferries and visiting cruise ships. In many ways, Risøy is Haugesund's gateway from the sea, which means it helps to shape people's first impressions and the town's reputation in the world. The shipyard generates a lot of traffic, including cars and heavy goods vehicles, which puts pressure on infrastructure and occupies road space. Large areas are taken up by surface parking.

Risøy has always been a centre for trade, manufacturing and the town's contact with national and global markets. It used to be the fishing industry that exported its products all over the world, but now the shipyard and cruise port represent Risøy's interface with the world economy. At Risøy, buildings typical of a historic local community meet the enormous scale of the global infrastructures. How can that meeting be managed in a way that reduces friction and develops synergies, thereby making Risøy a better place to live and visit?

The neighbourhood has for a long time suffered from low standards of living, including a big backlog of maintenance and upgrades to both houses and public spaces. Risøy is a well-known part of the town centre, which gives it great potential to become an attractive residential area with a strong identity and an important piece in the town's future development. The island is bursting with unique small squares, forgotten parks, public access routes to the sea, quays, historical buildings, industrial buildings, permanent and temporary structures and dramatic contrasts of scale.

The island offers huge potential for exciting urban interventions, new synergies and temporary experiments. The municipality wants socially and economically sustainable ideas and strategies for how to revitalise the district through a sensitive approach to the local urban infrastructure and ecology.



Competition Assignment

Design a strategy that will enable Risøy to become a thriving neighbourhood once again.

The strategy should include an overall vision and a series of individual projects demonstrating how the strategy can be implemented gradually.

Entrants should prioritise addressing the problem of low standards of living by actively improving conditions for vulnerable groups and the few remaining ecosystems on the island.

The key will be to systematically think about all types of living environments to create an infrastructure that works for humans and non-humans alike.



Competition Guidelines

The municipality has designated some specific public spaces and topics that the entrants should have at the top of their mind when completing the exercise. These are highlighted in bold in the guidelines. Each of these topics is discussed in greater detail under “Site information”. However, we also challenge the entrants to discover opportunities and qualities beyond those raised in this programme.

How can a **socially sustainable housing strategy** for the **municipal block** work as a starting point for the future development of Risøy?

How can Risøy be transformed from a food desert into a district with the most essential **services**?

How can we create more synergies and improve the **integration between the shipyard's barracks** and the residential zones on Risøy?

Is it possible to raise the profile of the **activity day centre** and the surrounding public spaces?

How can the **buffer zone** separating the industrial zone from the timber houses be made to feel safer and ensure that the industry gives more back to the community? Create **transitions** that allow greater flexibility, coordination and multifunctionality.

How can **blue-green infrastructure** be restored and form new ties between the urban ecology, landscape and social structures?

How can Risøy's **parks** be made more accessible? How can the park in the north and the routes between the parks be made more prominent?

How can the *commons* leading to the Smedasundet strait be zoned and designed to make them good meeting points, and how can they regain their original function, which was to provide everyone with **access to the sea**?

What **meeting points** can be created in the streets or elsewhere to facilitate casual meetings? How can we improve the experience of **tourists**, and provide them with facilities?

What should be done with the area around the **head of the new bridge** in the south?

How can the **worker barracks area** north on the island become better integrated into the local environment on Risøy?

How can Risøy be made better for children?

There is a need for a highly adaptable process – in both time and space – which allows the gradual transformation to adapt itself to the district's unique character and internal ecosystem. Within the “site”, the area inside the yellow line, there are two limitations that the entrants should take into account. The municipality welcomes bold ideas on how to make the block of brick buildings under its possession contribute to the revitalisation of Risøy. The rest of the island is under private ownership and large changes to other existing buildings will be much more difficult to implement, and if suggested, should be precise and the purpose well argued. Traffic flow on the county road between the Risøy bridge and Garpeskjær must not be hampered.



Commission for the winner(s)

Haugesund municipality will ask the winning team(s) to develop Risøy through a set of 3 assignments: *These constitute assignments worth a total of NOK 1 500 000 over two years, commissioned by the municipality of Haugesund.*

1. ***Initial, small-scale project with temporary structures***
2. ***Design of the courtyard of the municipal block***
3. ***Follow-up strategy for public spaces at the project site***

Site context

Mayor's welcome

Regional context

The street plan

Risøy – a sustainable, active part of the town centre

Regional mobility

Workplace and identity



Welcome!

Where the rocky land of Western Norway meets the rolling waves of the North Sea lies a small city isle in need of revitalisation. The name of the city is Haugesund, the name of the isle is Risøy.

We welcome all participants of European 16 to explore the possibilities of sustainable revitalisation of this perfectly located site. We have great trust in the European competition and its innovative, talented participants. Moreover, we have hands-on experience with the great values of the planning process ignited by European. Exactly 10 years ago, the city of Haugesund participated in European 11 with the transformation site of Flotmyr. Through thorough work on concept and planning, Flotmyr was awarded “Urban Plan of the Year” in Norway in autumn 2020.

We are truly thankful for all the creativity, energy and inspirational ideas European brought to Haugesund. The clever concepts from European 11 led to both an innovative process in the council and a prosperous district plan for downtown Haugesund. So, are we going to do it again in cooperation with you?

We certainly hope so! The study site is no less interesting this time around. When you cross the only bridge leading to Risøy, you do not just leave the mainland behind. You also leave most of the city facilities behind and step onto an island saturated with hidden potential. We need you and your creative visions to help unfold the full potential of Risøy.

Risøy is the isle of contrasts. Picturesque wooden houses lie in a classic grid structure along the eastern shore, along the western shore lies one of Haugesunds main landmarks: the Aibel offshore shipyard. When you visit the island, you may get the impression that this area is not of any importance to the city. However, this island has played and still plays a central role in the history of the successful ship and offshore yard industry of Haugesund. Despite the perfect location, the well-structured grid to the east and the progressive yard to the west, a large part of Risøy appears run-down and abandoned. The city of Haugesund wishes to change this.

We wish to do this in cooperation with you, the inhabitants, the yard and everyone with a commitment for Risøy. We wish to revitalise, reignite, recreate what was once a small, busy village island surrounded by the salty sea. The sea is still there, but there is hardly any public access to it. Only isolated pockets of nature remain.

- How do we bring this conglomerate of contrasts alive?
- How do we turn this place into a neighbourhood that is a great place to stay no matter if it is for a few hours, a few months, a few years or a whole lifetime?

We invite you to embark on the journey of revitalisation, a journey towards a sustainable and resilient city isle.

Welcome on board and good luck!

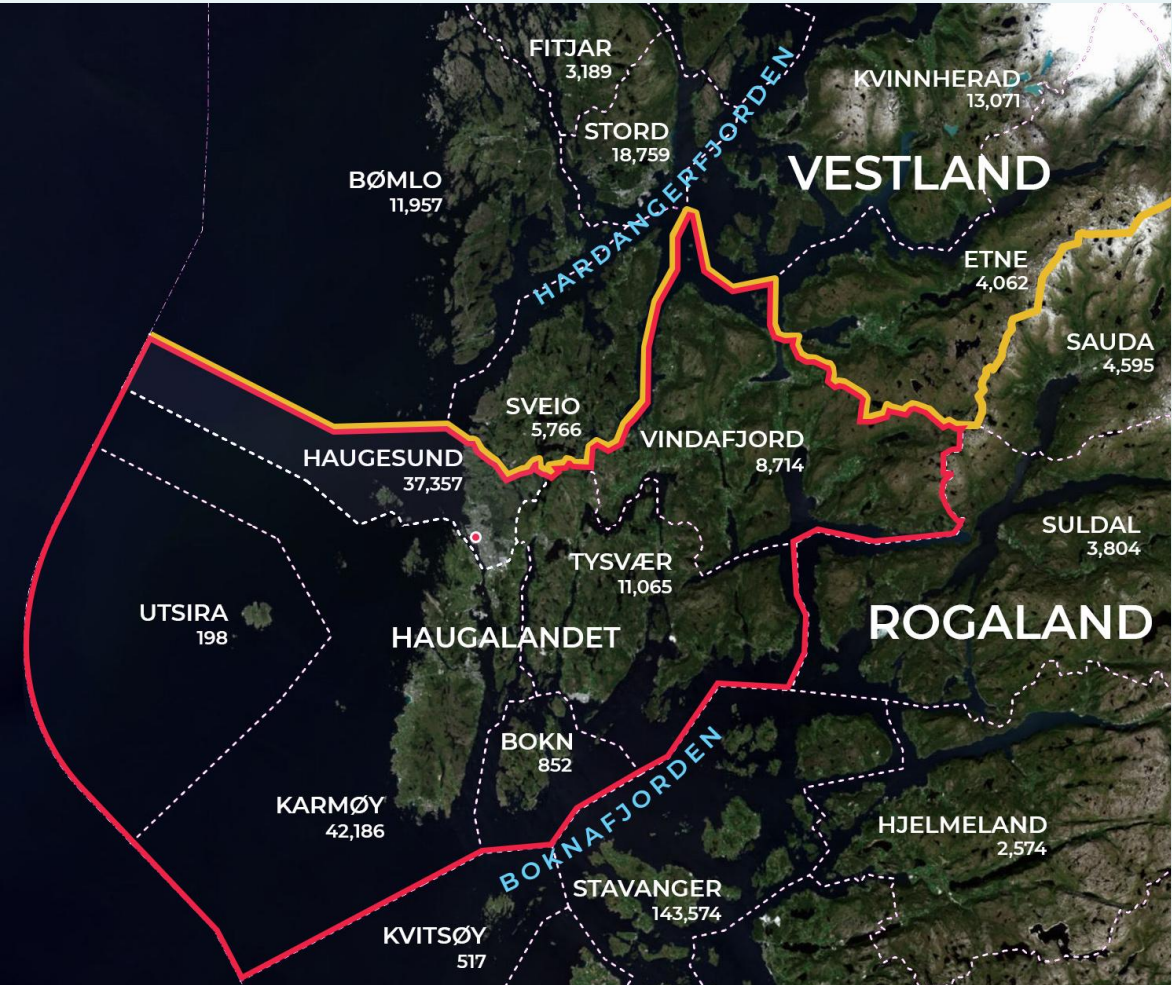
Arne-Christian Mohn

Mayor of Haugesund

Regional context

Haugesund is now the biggest town between Bergen and Stavanger, and the most important settlement between Hardangerfjorden to the north and Boknafjorden to the south. The surrounding region is known as Haugalandet. The other municipalities in Haugalandet view Haugesund as their regional centre, and they have said that they are happy with the town having that role provided that there is investment in Haugesund town centre.

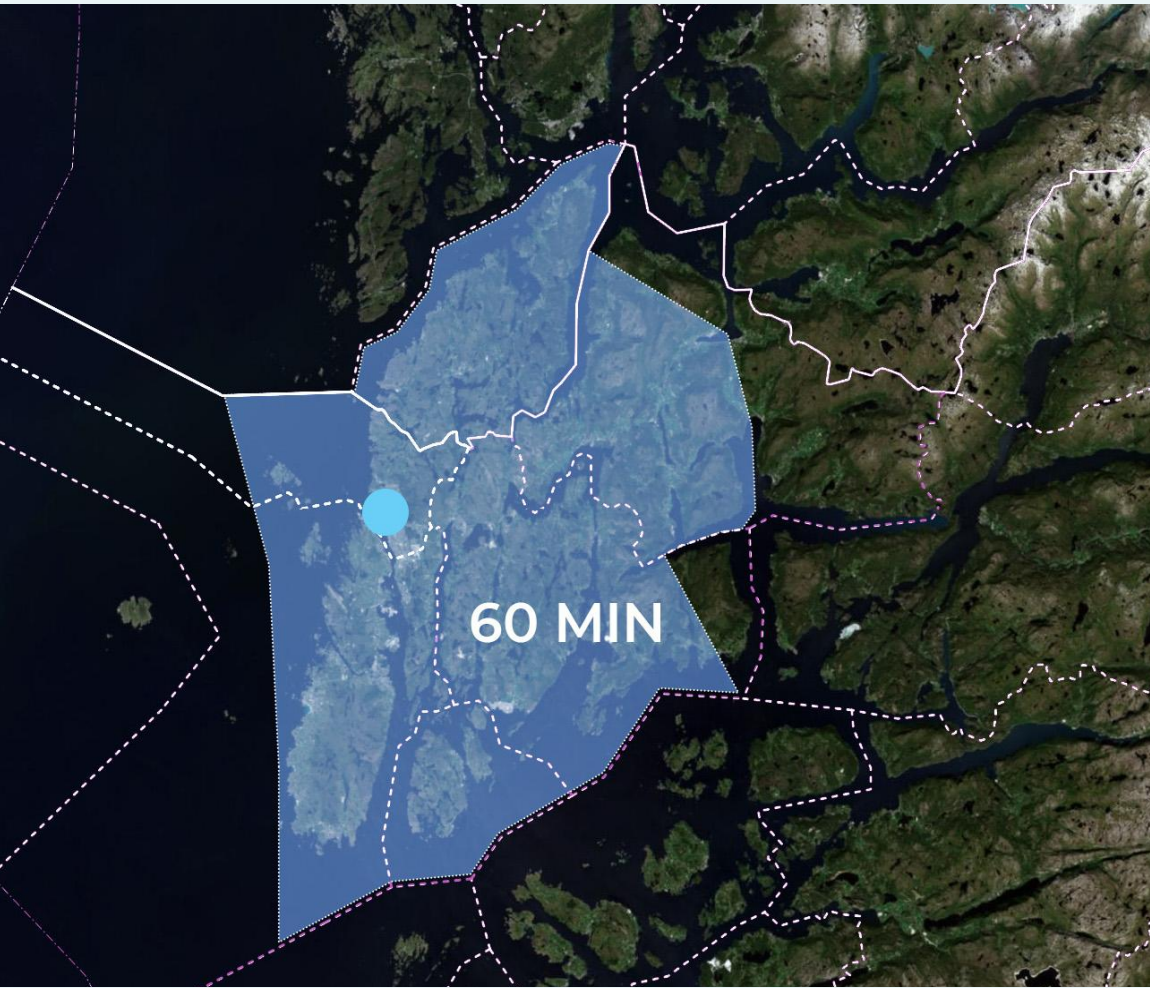
However, the town's role as a regional centre is coming under severe pressure, with the beginnings of urban sprawl, at the same time as town centre shopping and businesses are facing fierce competition from car-based retail at shopping centres and business parks on the fringes of the town, in addition to online shopping.



Regional centre - surroundings and landscape
Haugesund is a town municipality in the county of Rogaland, with a population of 37,300. It is the regional centre for Haugalandet, which includes six municipalities.



60 min drive:
Haugesund has the closest ties to Karmøy, Tysvær and Sveio, both geographically and as part of an inter-municipal market for labour, housing and services with around 100,000 inhabitants.



Nevertheless, the town centre has a good mix of housing, shops, offices and public buildings, such as the university college, library, theatre, museum and courthouse. The town hall was voted the most beautiful in Norway in 2010. Several of the biggest employers in the region are located in Haugesund town centre, such as the hospital and the shipyard on Risøy.

How to revitalise central neighbourhoods and town centres has in recent years received a lot of attention, both nationally and locally, including in Haugesund. The idea of investing in the town centre has gradually built up widespread support amongst Haugesund's residents, politicians and the municipal authorities.

Through systematic planning, the aim is to reverse the decline of the town centre. Haugesund shall be made a better place to live by increasing the amount of housing and number of residents in the town centre, improving safety for "soft mobility", and developing and upgrading recreation areas, parks, footpaths and public spaces. All age groups shall be able to use the town freely and on an equal basis.

The aim is to strengthen the town's reputation, character, and identity and make the central neighbourhoods attractive as residential areas, venues for recreation and culture, and retail and business development. The brief presented here can be viewed as an extension of this battle against the death of the town centre, which involves revitalising Risøy's infrastructure.

The plans for the town should focus on things like "blue-green" infrastructure, keeping distances short, exemplified by the ten-minute town concept, transformation and reuse. Haugesund wants to exploit the town centre's potential by upgrading its public spaces and creating good places to live. Together with a clear local identity, this will strengthen the sense of belonging and generate engagement so that people care more about the place where they live. Whatever the strategies and plans say, that is not always reflected in their implementation. Nevertheless, the principles on which the town is managed are entirely different from a few decades ago.

The street plan

The town grew quickly in the second half of the 19th century, and the need for an orderly, planned development of the areas set back from the shore led to a plan being drawn up, which made a grid layout the dominant street plan in Haugesund. All of the roads in this grid were the same width.

However, the plan did not define the future use of each block within the grid. Smedasundet, the long strait that runs north-south, has defined the town's layout, with the main streets running parallel to the strait and the other streets crossing them at right angles. The main streets are long, stretching as far as the eye can see. The streets across them, on the other hand, have Smedasundet and the town islands as their backdrop if you look west from the mainland. The grid plan in the town centre was coordinated with, and continued on, the town islands.



In 1835, only 37 people lived in Haugesund, but the surge in the herring fishery in the spring, and all the associated commercial activity, soon led to explosive growth. By 1854 the population had swollen to 900 people, which was also when Haugesund was designated a *ladested* (trading post) and a separate municipality. Traders and shipbuilders settled locally and sold their products nationally.

It has been said that the town decided to step ashore. The oldest dated zoning plan that we have is captain Tausan's grid street plan from 1856 (below), which is a testament to its era: an efficient layout, drawn with a ruler over the landscape down by the strait, giving us the contours of the town centre we know today. The plan includes the islands of Hasseløy and Risøy, as well as the mainland along Smedasundet.

Risøy – a sustainable, active part of the town centre

Risøy is the jewel in the crown of Haugesund town centre, with lots of character, an identity rooted in the town's history and a potential which has been rather undersold. Despite its modest dimensions, Risøy is well-known in the region. Most people know it is where cruise ships dock – after all, at times, they are a very visible part of the urban landscape. But everyone knows it is home to the shipyard, which is so important to the region, even if they have never had any reason to visit the island.

There are fewer reasons to visit Risøy now than there were when it had a dozen or more shops and when there were boats that could take you across the strait in a minute. The amount of activity outside the shipyard's fences is at a low ebb, and the shops and caf  s have closed.

However, the shipyard remains as busy as ever with offshore projects, and many people commute to Ris  y from the surrounding area. To bring the island's public spaces to life, they must also attract the workers who occupy the western half of the island. Making it attractive for people to spend their free time on Ris  y would be a step towards ensuring that fewer people simply rush away across the bridge. It would be a step towards convincing more people to live close to their work, services and the sea.

There are many possible ways to create this kind of synergy between the shipyard, its workers and the neighbourhood's other structures and residents. Perhaps that goal won't be reached by following a single, obvious path, but rather through numerous small interventions that in combination improve the area, promoting greater activity and more social interaction. The shipyard has a long history and will continue to play a key role in the town and region for many years to come.

Can the presence of a large number of people – workers and residents – become an engine for future changes on Ris  y?



Regional mobility

Risøy is relatively isolated from Haugesund town centre, in spite of its central location. The only way to reach Risøy except by boat is the county road across the Risøy bridge. This road goes all the way to the port in the north-west, which is the terminal for cruise ships and boats to the island municipality of Utsira.

Two buses depart the island at the same time at the end of the working day, but the island no longer has any normal public transport services. All that remains is the fading signs by former bus stops. The only other buses that cross the bridge are the school bus for the youngest children and private buses ferrying workers and tourists from cruise ships to and from the island.

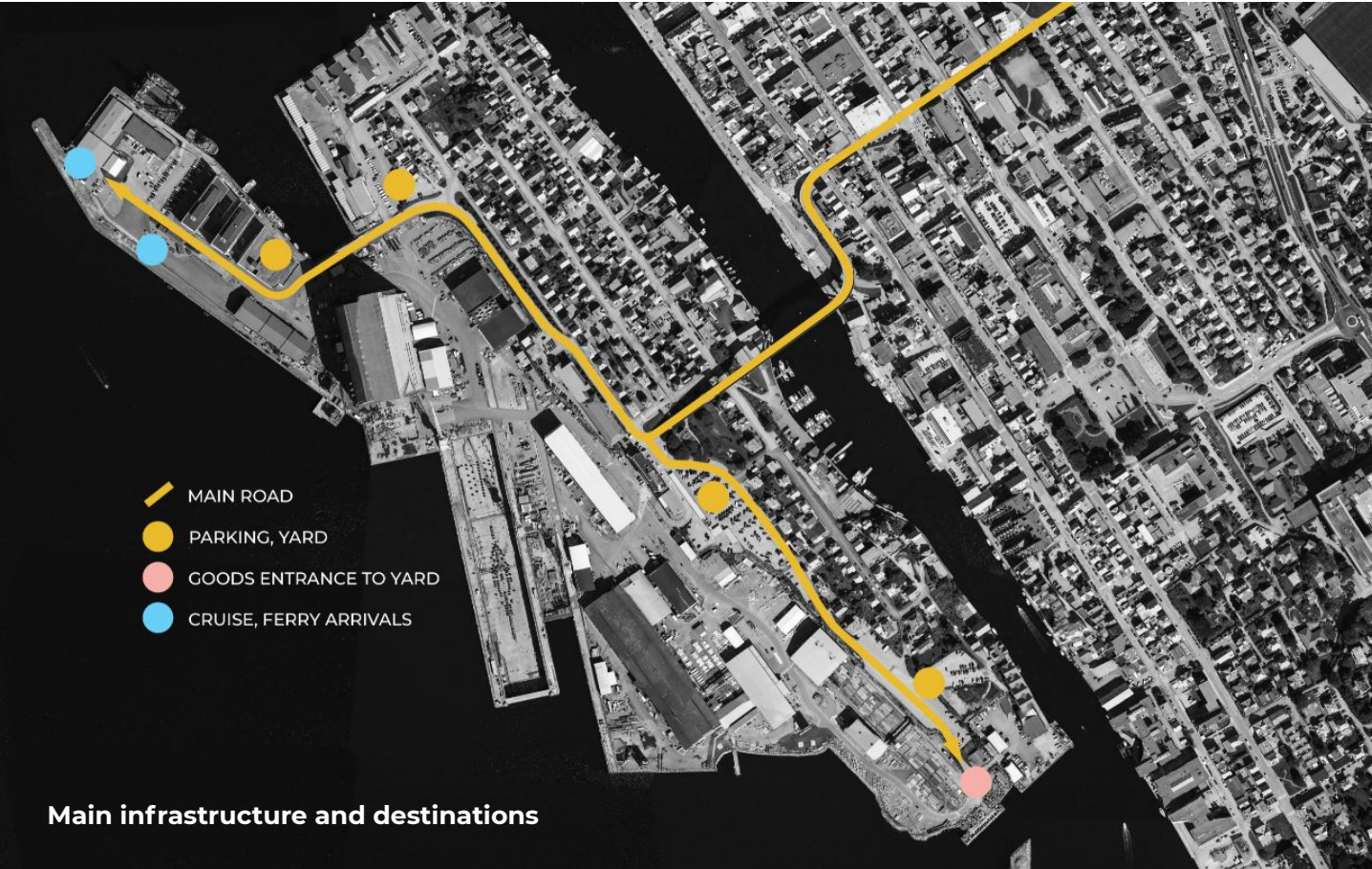
As is the case in many other smallish towns in Norway, the people of Haugesund and Haugalandet mainly travel by car. For a long time, the local authorities have been trying to increase the proportion of people travelling by public transport.

An effort has been made to improve public transport services, in terms of both their frequencies and coverage, and there has been a significant increase in public transport use as a result of big cuts to local ticket prices. In spite of this positive trend, there is still a long way to go. On a positive note, the electrification of transport services is progressing rapidly. Haugesund has had electric buses operating since 2020, and the majority of new car registrations in Norway are now electric. There has also been a big increase in the use of electric bikes and scooters by individuals.

The local topography and the town's location by the strait, as well as the relatively short distances, mean that conditions in Haugesund are favourable for having a high proportion of cyclists. Over the past decade, an effort has been made to improve access for cyclists in partnership with the town's biggest neighbouring municipality, Karmøy, and the county of Rogaland. The proportion of people choosing to cycle on a daily basis is steadily increasing.



View over Risøy from the opening of the Risøy bridge in 1939.



Terminal

Haugesund's cruise ship terminal is at Garpeskjær, in the far north-western corner of Risøy. In a normal year, around 200,000 tourists arrive there, and the local goal is for that to double in the future. For many people, Risøy is, therefore, the gateway to Haugalandet from the sea, so it is where people get their first impression of the region. The services on offer for passengers consist of a terminal building with waiting rooms and various other facilities.

The ships that dock here have access to shore power. Their main influence is visual, as towering, shining backdrops to the townscape and through the throngs of people they bring to the town.

The number of passengers on a ship sometimes exceeds the town centre's population, so the local community really notices it when a big ship arrives.

Many passengers are ferried by bus to the region's tourist attractions, but a few choose to walk across to the mainland. The Aibel shipyard has put up posters explaining its history along its premises.

Beyond that, there are no services for visitors between the arrivals hall and the mainland. Most people take the quickest route to the bridge, along the uninviting county road.



Tourism

“The cruise passengers are a welcome addition to the neighbourhood, but their first encounter with Haugesund could be so much better and more inviting.”

Risøy resident, 50-59 years old

Tourism is an important, growing industry for the region. Cruise passengers are a unique category of tourists who only stay for a short time at each destination. A certain proportion goes on day travels by bus, but many tourists choose to walk from the port into the town. Therefore, it is important to make their experience as rich and authentic as possible from the moment they arrive by providing good pedestrian access, places to stop and spend time and attractions along the way. It should also be remembered that up to 400,000 annual cruise passengers will affect the town's character and may feel overwhelming or cause wear and tear.

“Positive: buses that ferry visitors across the bridge and tourists walking around. But imagine if Risøy had a small café and more parks, well-maintained roads and pavements, and access to the sea. Then Risøy itself could become an attraction.”

Risøy resident, 30-39 years old.

Nevertheless, the locals undoubtedly appreciate all of the people who use the island and make a positive contribution to the amount of activity on its streets. Tourists are welcome in the same way as other people who come to the island, be they visitors, workers or residents. It is therefore important for competition entries to incorporate better facilities for tourists. There are many scopes to improve the current situation, in terms of both the foot and bike paths through and around the island, and to provide experiences for people to enjoy as they pass through, or that are attractions in their own right.

How can visitors to the island be looked after better? Can we make it easier for people to access and spend time by the seafront, good parks, public spaces and circuits that enable them to experience the unique character and contrasts at close quarters?



Workplace and identity

The Aibel shipyard is vital to the region's economy, providing 1,700 jobs. The town's economic fortunes often follow those of Aibel on Risøy.

For as long as Haugesund has been a town, Risøy has been home to manufacturing. It still is, and that role must be recognised as an important part of the island's identity. It was the lucrative herring fishery that led to the town's development, and in just a few decades, Haugesund multiplied many times over in size. On Risøy, warehouses were built close together along the inner part of Smedasundet, and in the fishing season, it was a hive of activity. Shipowners set up in the town, creating demand for more and more ships. Norway's big merchant navy meant that shipbuilding became the town's most important industry, and Haugesund Mekaniske Verksted became the most significant player after it was founded in 1900. Originally it occupied premises on the east coast of Risøy, Ballastkaien, but in due course, it moved across to the west side, where it proceeded to regularly reclaim land from the sea to provide additional space for its operations. The market has had its ups and downs, and so has the number of employees, but the shipyard remains. The 1970s brought the first projects for the offshore industry, as Norway moved into its oil age, and that sector eventually became the most important one for the yard on Risøy, which is still the case today. The shipyard has also developed great expertise in offshore wind. Aibel now owns the shipyard, which has more employees in Haugesund than anywhere else. The company has barracks at the north end of the island, and in recent years barrack barges have been moored in the port. In total, they can accommodate 500 people, including international contractors, which is a lot for an island with 570 permanent residents.

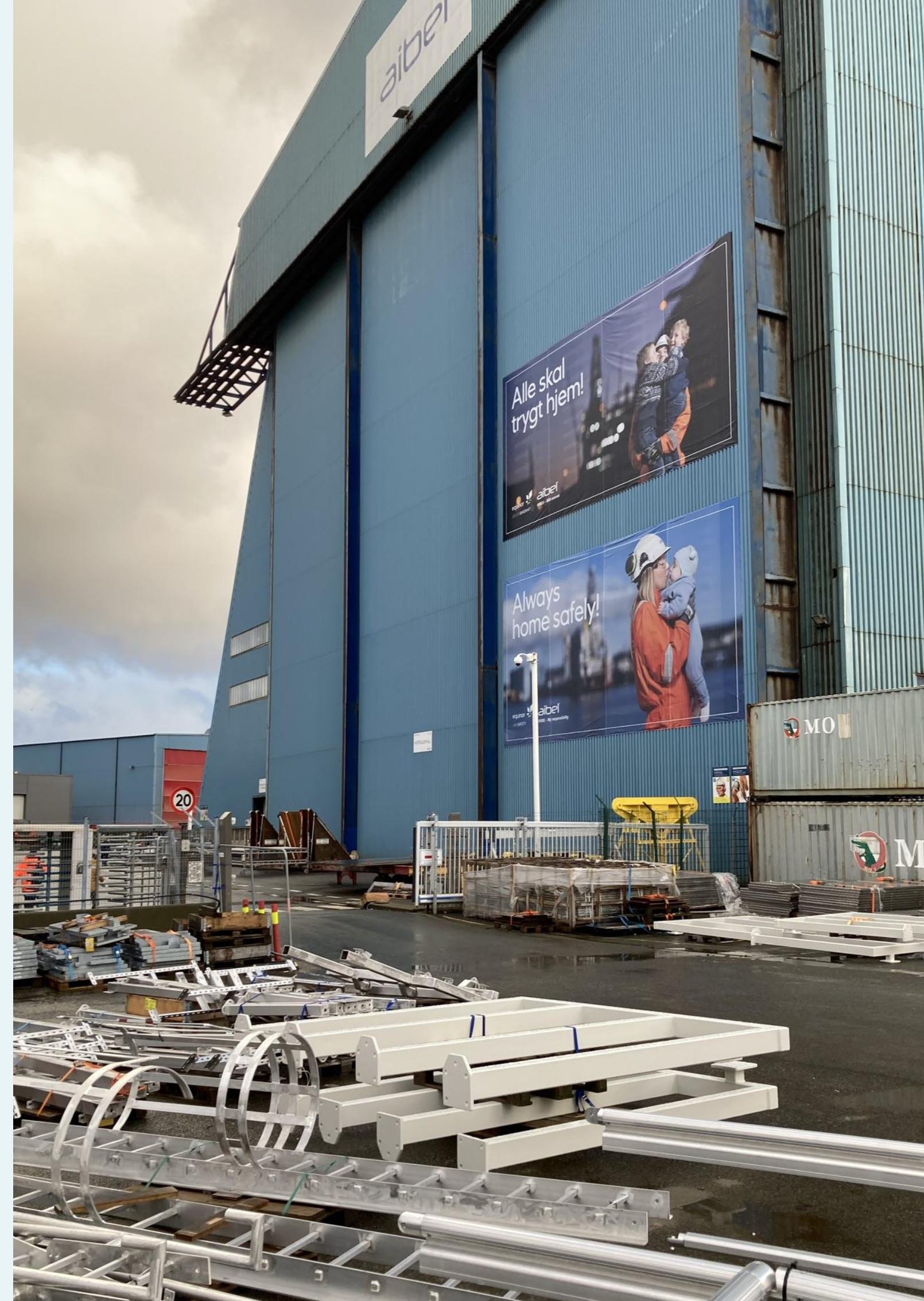
"It is huge, reminds me of work and signs of progress." Risøy resident, 50-59 years old

"An important employer and part of our culture. But it would be good to have better sound barriers and to clearly separate it from the residential areas." Risøy resident, 40-49 years old.

Risøy has developed hand in hand with the shipyard, which has historically been involved in development and land reclamation projects. With the island clearly divided into an industrial zone in the west and a residential neighbourhood in the east, we have ended up with striking contrasts between timber and steel, between small buildings and towering structures. This has become a characteristic of Risøy and is part of its identity. A town where industrial production is a prominent part of its townscape has great potential to reinvent itself as a vibrant, dynamic town.

In other words, the shipyard makes many positive contributions, but equally, there are some issues with living right next door to a big factory. The transitions between the area occupied by the shipyard and the residential areas are vague and ambiguous. The shipyard produces noise, particulate and light pollution and is the reason for the many cars and trucks that travel to and from the site. Shore power has solved a significant part of the problem with particulate and noise pollution, as it means ships don't need to keep running their engines. In consultation, Aibel and Haugesund Municipality will work to find solutions to mitigate the other issues.

One of the challenges for competition entrants is how to deal with the big physical divide between the two parts of the island.



Study area

The islands

Bridges, footpaths and roads

The electric city ferry

Demographics

Ownership structure

Site structure

Citizen participation - together for Risøy



The Islands

Every visitor to this grid town will at some point be reminded of the unfortunate fact that the streets run in the same direction as the prevailing winds in this windy town.

Risøy's residential blocks are a continuation of the grid street plan on the mainland, and in the same way as the rest of the town, they have historically been oriented towards the sea. Much of the western and northern part of the island is reclaimed, having been added to provide extra space for the shipyard and port. The area that belongs to Aibel now covers almost half of the island.

The three town islands have very different characters. Vibrandsøy is the only one that does not have a bridge to the mainland, and it is much less built up, with large, open areas including old pastureland and coastal nature. The small islands and skerries around it remain untouched, whereas, on the other islands, they have been merged with the main islands through land reclamation. Its rural feel stands in contrast to its immediate neighbour across the strait.

Hasseløy is in many ways Risøy's twin, but it has not become as dominated by industrial activity and a port like its sister. This gives it a more residential character, and its more northern location means that there is less of a clear link with the grid plan on the mainland.

On Hasseløy, you can live close to the town centre, without being exposed to noise, light and particulate pollution, and its growth in recent times is testimony to its increasing popularity as a place to live.

Its location opposite the bustling inner harbour and its mix of buildings give Risøy a more urban feel than the other two town islands. The activity and noise of the shipyard and port echo those of the town.

As the regional hub for Haugalandet, Haugesund town centre hosts several big events each year. These include The Norwegian International Film Festival, the music festival Sildajazz and an Ironman Triathlon. Several local sports teams and associations compete successfully at the national level. The local football club, FK Haugesund, plays in the top flight and has its stadium close to the town centre. Cultural and sporting events attract people to the town.

With better facilitation, the town islands could benefit more from this, as extensions to the town centre. Is there some way in which public spaces' character and function can change when needed without compromising their quality and functionality in day-to-day life? Is it seasonal or event-related?



Bridges, footpaths and roads

The bridge to Risøy has become one of Haugesund's landmarks after opening more than 80 years ago, and in 2008 it was awarded a prize by the Norwegian Public Roads Administration. However, the bridge cannot take very heavy loads after being exposed to them for so long. Therefore, the heaviest loads are transported to and from the shipyard on barges, which is a significantly more expensive mode of transport. Recent investigations found that restrictions on heavy vehicles should be further tightened in order to avoid exceeding what the bridge can take

This has moved the old plan to build a bridge further south, across the small artificial island Austra Storasundflua, up the local priority list, and the process of creating a new zoning plan has begun. A new bridge will hopefully be completed by the second half of the 2020s.

“The bridge across to town is scary because of the traffic. I don’t like it when there are too many cars, or particularly lorries.” Child from Risøy.

The bridge was opened on 14 May 1939 and renovated in 1991 and 2008. The road across the bridge is county road 4919. The bridge can safely take axle loads of eight tonnes, but the Norwegian Public Roads Administration has given special dispensation for loads of up to 10 tonnes until 2023. The crane trucks currently used have an axle load of over 10 tonnes, so a ban on heavier vehicles will impact the main business on Risøy.



“It’s long! As a cyclist or pedestrian, it feels unsafe because of high winds, trucks and impatient drivers. It should either be just for vehicles or be car-free.” Risøy resident, 30-39 years old



Once a new bridge has been built further south, much of the car traffic and all of the heavy goods vehicles will be redirected away from the central streets, which will be good news for pedestrians and cyclists who use the existing bridge to and from the rest of the town centre.

With its current traffic levels, the Risøy bridge does not feel safe for any of its users. The pavement is no wider than two people walking shoulder to shoulder.

Cyclists must choose between sneaking past pedestrians outside the pavement edge or ride on the road and risk being overtaken on a narrow, unsighted corner or at the top of the hill.

On one side, you have the passing trucks and cars. On the other side of the railings, there is a drop of up to 28 metres. When the majority of the vehicles are transferred to a new bridge, the role of the current bridge can be re-imagined.

For conservation reasons, changes should be kept to a minimum, but making it work better for pedestrians and cyclists is also an important consideration.

The bridge is not just a beautiful landmark in the town. It is also a popular viewpoint. Even if there are other ways to cross the strait, many visitors who arrive at the port will still prefer to walk over the Risøy bridge, thanks to the splendid views and general overview.



"It looks impressive and it's good to stroll across. I like the view from the top of the bridge." Risøy resident, 50-59 years old.



New bridge layout

The head of the new bridge will fundamentally change the island's southern end, which provides potential opportunities. The bridge's route has already been zoned, and the zoning plan indicates how the road should be taken into account.

The area on Risøy is part of the project site, whereas the artificial island to the south lies outside the area of influence. Therefore, the focus during this phase must be limited to how one can develop the area around the abutment of the bridge so that it contributes to the development of the island. **What temporary and more permanent actions can be taken in this area?**

It is also easy to imagine that a new bridge would reduce the need for parking spaces, partly by making the island more accessible by public transport, but also because both the new and existing bridges would provide better access for pedestrians and cyclists. How might that affect land use on the island?



The southern area of the island, where the head of the new bridge will arrive (R_i)

Crossing the strait

Since Smedasundet can act as a barrier, it will be natural to propose direct crossings to the mainland. Haugesund's inner harbour and the shipping route into it continue to serve a purpose, and they are closely linked to the identity of the town. Particularly from the north, between Hasseløy and Risøy, there is a shipping lane used by big ships. For historical and practical reasons, it is therefore impossible to create new crossings across the strait that come into conflict with the northern part of the harbour basin. Any footbridge or other conflicting means of crossing must be located to the south of the current bridge. It is not possible to build bridges to Hasseløy or Vibrandsøy.



Electric city ferries

Risøy is an island surrounded by land. So close, but yet so far from its neighbours. The area of influence established for the competition is considerably bigger than would make sense in the current situation. Hasseløy right next door is a 16-minute walk from Risøy.

Vibrandsøy does not have a crossing to the mainland, while Torvastad on Karmøy, just 700 metres away, is 15 minutes from Risøy – by car!

Until the 1970s, small boats plied the waters between Risøy and the surrounding area, transporting the residents of the island to and from the town centre, to their jobs and schools, and workers at the shipyard to and from the island.

The reason some of these places have been included in the area of influence is that there is a project to introduce electric city ferries. That would once again bind Risøy, the other town islands and Torvastad together. All of them would also once again be much closer to the town centre.

The old boats that went across the strait disappeared a few decades after the bridge was built, making Risøy less accessible. You have to cross the bridge just to get some groceries, and Western Norway's famously variable weather means that's not always very appealing. A new ferry service would lower the threshold for crossing the strait, making it a more attractive option whichever direction you want to go in, for whatever reason.



Demographics

The population of Risøy is different from the rest of the municipality in having fewer children, youths and pensioners. Almost exactly 2/3 of the residents are men. That may be partly because most of the people who work at the shipyard are men.

More oddly, this ratio also applies to the children. There is no demographic information available specifically for the temporary residents at the barracks, but 89% of the employees at Aibel are men.

The average age for both sexes is just over 40. 93% of the approximately 1,700 employees are Norwegian, which means that around 100 foreigners work for Aibel at the time of writing.

Figures from 2019:

Population: 572 permanent residents, up to 500 contractors in the barracks, as well as an unknown number of people living in bedsits whose permanent place of residence is somewhere else. These people include commuters/contractors and students. Before WWII: 2,000 inhabitants.

Socioeconomic groups

The proportion of people in low-income households (EU-60): 32.9% (Municipality: 11.8%) in the zone "Risøy-town centre", where 1/3 is the Risøy population.

Education level

The proportion of people over the age of 16 with higher education: In Haugesund the proportion is 32.8%, which is not far off the national average. Within the municipality, the proportion varies from 26.2% to 40.9%. The lowest value is in "Risøy-town centre".

Single person households

Risøy-town centre: 60.0% (municipality: 43.6%).

Elderly

6.6% of residents were over the retirement age of 67.

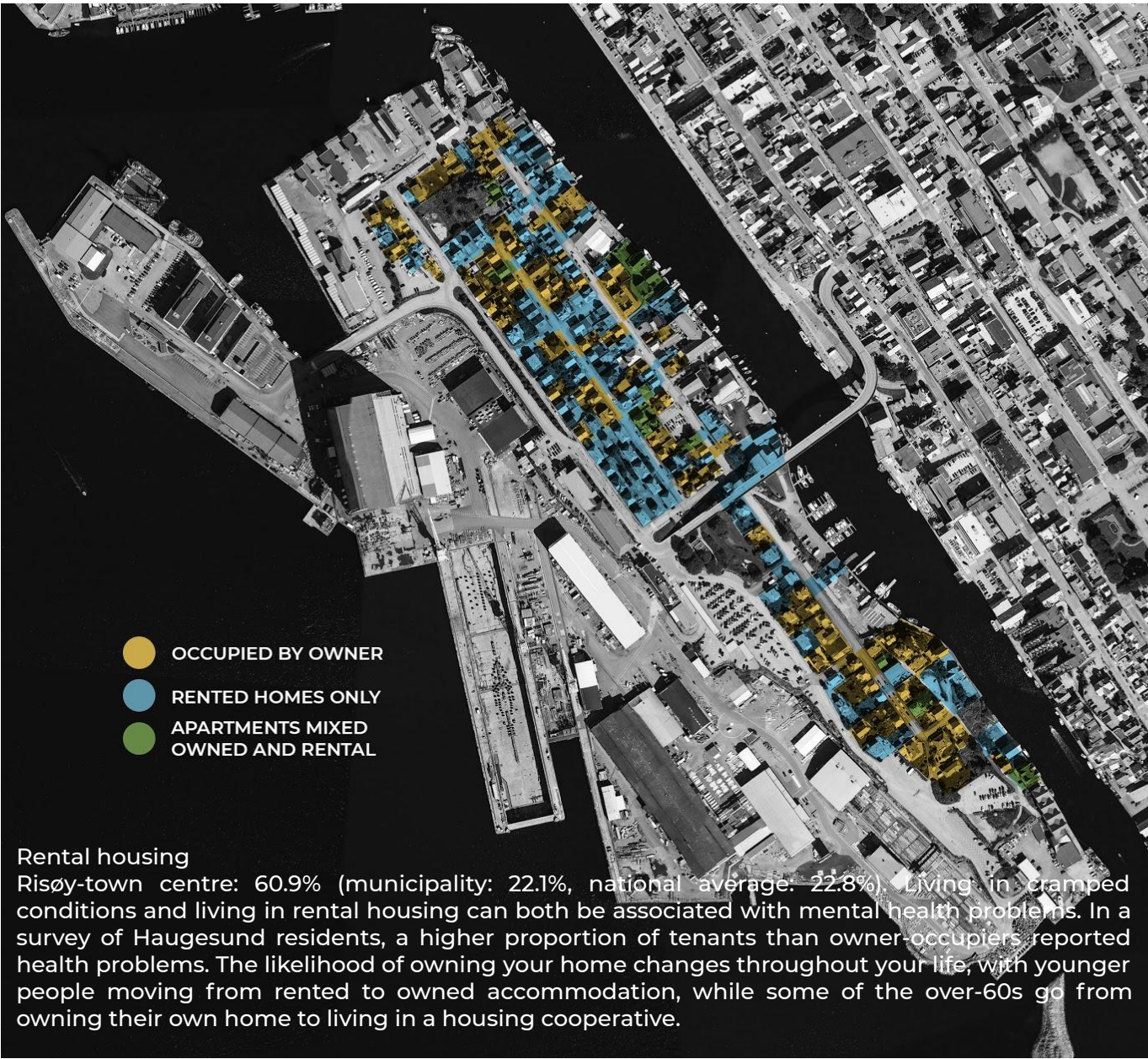
Children

11.0% of the population.

Immigrants

42.9% (municipality: 15.2%) of residents were immigrants or Norwegians born to immigrant parents from Eastern Europe (including former Eastern Bloc countries that are now EU members), Asia, Africa and Latin America.

Immigrants are defined as people born outside Norway, with two parents and four grandparents who were also born outside Norway. Immigrants have, at some point, immigrated to Norway. There is no direct link between the shipyard and the high proportion of permanent residents who are immigrants. Instead, financial considerations may be why the high proportion of immigrants on Risøy and in the town centre.



Rental housing
Risøy-town centre: 60.9% (municipality: 22.1%, national average: 22.8%). Living in cramped conditions and living in rental housing can both be associated with mental health problems. In a survey of Haugesund residents, a higher proportion of tenants than owner-occupiers reported health problems. The likelihood of owning your home changes throughout your life, with younger people moving from rented to owned accommodation, while some of the over-60s go from owning their own home to living in a housing cooperative.

Ownership structure

The privately owned properties on Risøy are split between very many different owners. This is because the whole island was the property of one single family during the period of rapid growth in the 19th century. Jens and John Thomassen Risøen were the last two patriarchs. Jens inherited the southern part of the island from his father, and John the northern part. They both allowed people to lease sites for as long as they lived but gave ownership only to their sons and a select few others. This later turned into a patchwork of private properties.

There are very few buildings with mixed functions, or classic apartment buildings with commercial premises on the ground floor and flats above them, which are typical in the town centre. Professional landlords own many properties.

In only half of all cases does the residential property or unit address match the registered address of the owner. In other words, the other half are probably rental properties. The number of registered housing units does not accurately reflect the true number, and it is reasonable to assume that there are quite a few more tenants than appear in the data.

Official data suggests that in 2019 there were on average 1.6 people per household on Risøy, but the real figure may be higher than this, and it is hard to find exact numbers. The practice of converting larger flats and houses into bedsits has been widespread in the town centre.

These dwellings are often of a poor standard, cramped and have a high turnover of tenants. Over time, these kinds of housing units can take over entire districts, which eventually has a negative impact on the perceived quality of life in the surrounding blocks.

“South of the bridge is “posh end.” There are many nice villas.”

Employer on Risøy, age 40-49



Site structure

The publicly-owned land mainly comprises roads and outdoor spaces. The county owns the road starting from the bridge and almost as far as the quay for the Utsira boat. The municipality essentially owns most of the Garpeskjær port area, Kortanes with its marina in the far north, a parking lot in Sundgata, the Ballastkaien quay under the bridge, a park in the north and one just below the bridge, and of course the municipal block.

The municipality is also in charge of managing the roads, regardless of who owns them. This applies to their whole width, including the pavements.

The warehouses on Risøy were built to allow direct loading and unloading of ships, so there was no need for a quay front. There is still no promenade along the strait, and the properties along Smedasundet are generally unwelcoming to outsiders. The way down to the strait is often blocked, and there are few places suitable for mingling beside the warehouses.

Many of the residential properties on Risøy have their façades flush with the edge of the pavement. This creates an urban feel, but due to the lack of small public spaces and meeting points along the streets, it also often makes it feel like the houses have turned their backs on the street. The buildings are often so close together that there is just a narrow passage between them viewed from the road, although there is often a bigger space at the back.

The industrial site and port require large open spaces for flexibility, which affects the character of Garpeskjær and the barracks. The same is true of the commercial premises at the south end of the island. Little has been done to landscape these areas that are typically used for various purposes, such as storage.



"I think there's too much temporality on the island. Many houses are sectioned and for rent. Many of those who rent view living here as something temporary and thus are less willing to invest in their own neighbourhood." Werner Dagsland, lawyer, 41, lives south of the bridge

Citizen participation - Together for Risø

Two key players on Risø are Aibel, with its offshore shipyard, and Karmsund Havn, which operates the port. We have engaged in a constructive dialogue with them throughout the process, in which the municipality has explained how things are progressing, and they have provided information about their operations. Being based on the island, they have shown great interest in what we are doing, and they are excited about what may come out of the European competition. There are various internal processes at the municipality that were independent of one another prior to our participation in European 16.

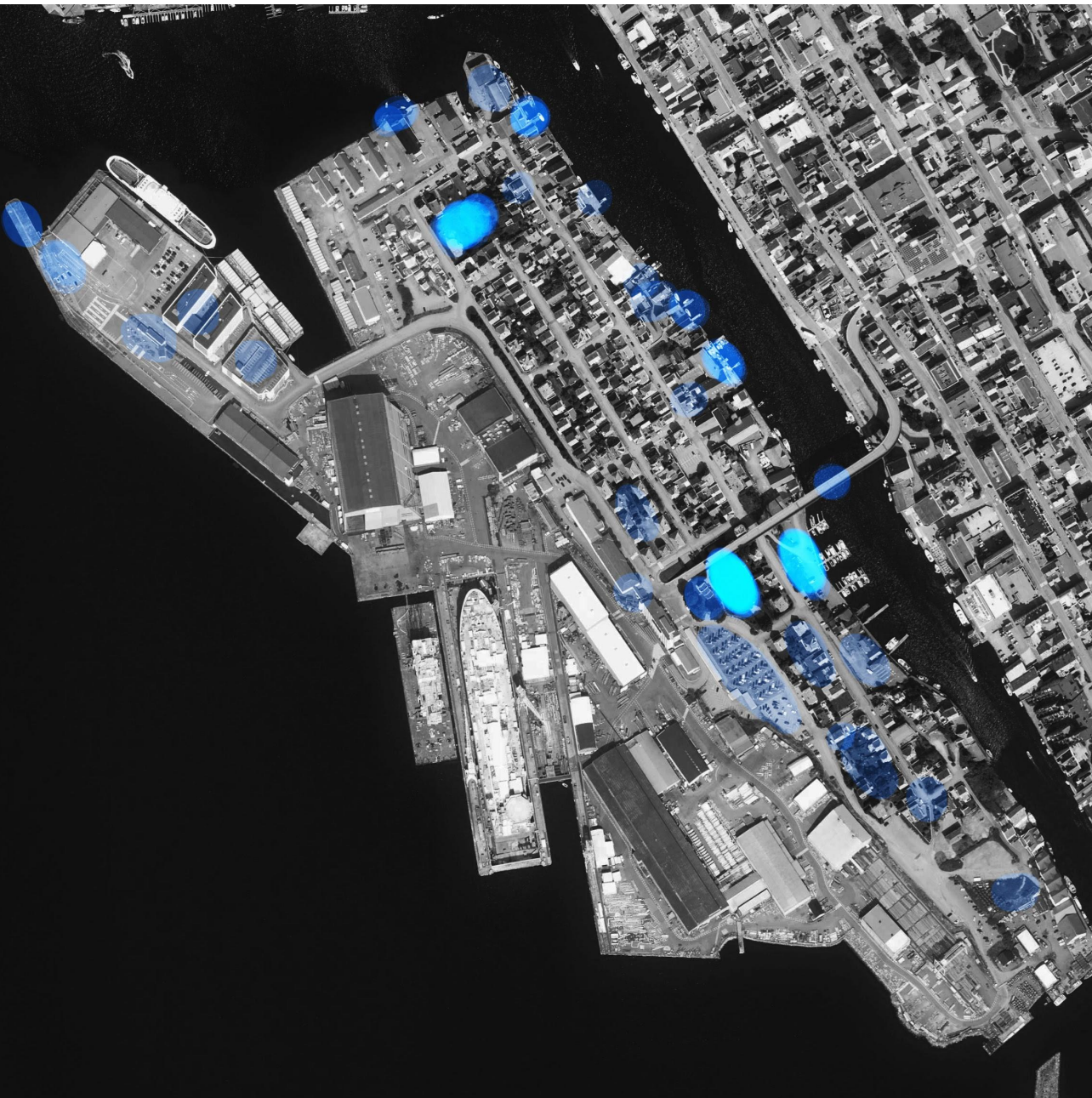
These processes are now being coordinated with the competition process, including our work to establish permanent municipal services in one of the municipal block buildings.

Social housing interventions are now being coordinated with the competition in the hope of finding the best solutions in a wider context. Services for children include a cultural initiative that will also be housed in the brick buildings and which can be adapted to reflect the outcome of the competition.

To comply with restrictions resulting from the Covid-19 pandemic and consult with as many people as possible, the municipality chose to create and distribute a survey to every single residential address on Risø. The inhabitants on Risø could leave responses in a particular post box that was put out on Risø.



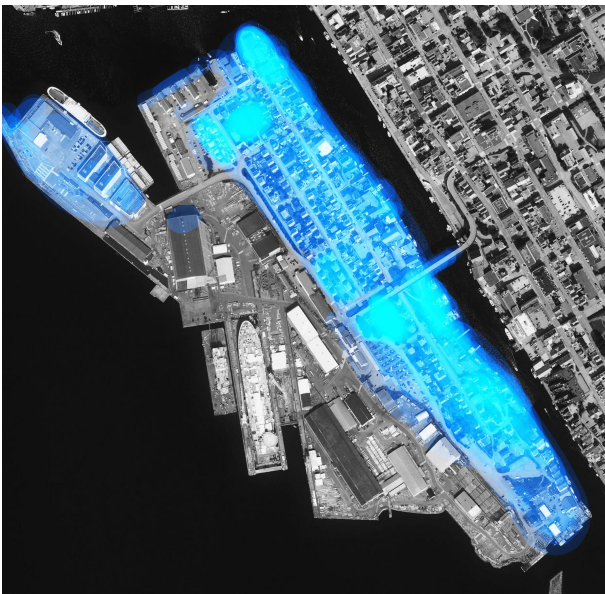
The respondents like to walk here.



Respondents were asked to indicate where they prefer to spend time when outdoors on Risø. The map shows the aggregated results.

"I like that it's sorta 80s here on Risø. Like the feeling of cycling without a helmet while smoking. A sense of Christiania, Copenhagen. It's urban and kinda cool here. It's a sort of time change when you cross the bridge. As if they get it here, something that others didn't."

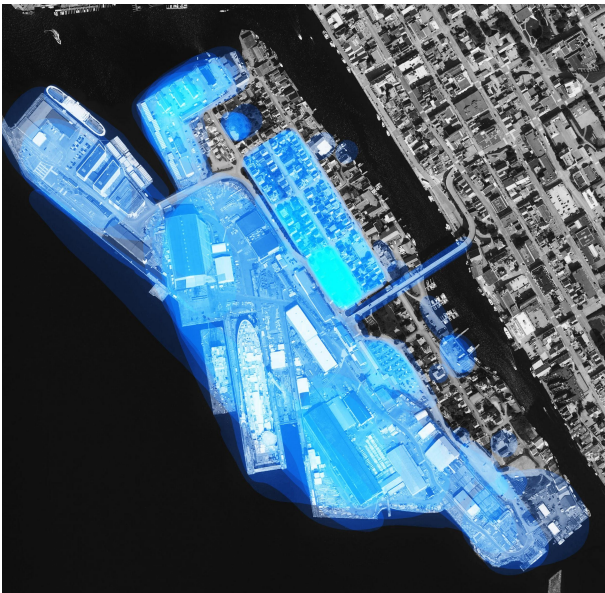
Øivind Lindøe, 44, founder of "Matkanalen" TV on Risø



The respondents like these places.

"I like living near the town centre. It feels urban here, even so, it is calm and no traffic passing. We think we've got it quiet and don't notice the nightlife noise from across the strait. The sound is OK, though. It's a part of living in a city. I also like the maritime aspect of living on Risø. And the community is great. Many have lived large parts of their lives here. There are nice social bonds. I get a sort of village feel here. There's no condition on who can partake."

Werner Dagsland, lawyer, 41, lives south of the bridge



The respondents dislike these places.

Project site

Residential areas

What do residents say about Risøy?

Topography

Green urban space

The municipal block

Social housing initiatives

Children on Risøy

The worker barracks

Access to the sea

Parking

Commercial activities

Public spaces

Meeting points



“Most people in Haugesund have almost forgotten the value of the island. They either think of it as a place where drug addicts live or as an industrial estate (which you leave as quickly as possible at the end of your shift). The island is home to the sad stories of many people struggling in life, which is probably why Risøy has such a grey and sad atmosphere. But that could be changed.”
Risøy resident, 20-29 years old

“I love Risøy!! The diversity (the different kinds of people who live here), being close to the centre, Smedasundet and the bridge makes Risøy unique. The old houses and the quay areas. The fact that we can see the sea all around us. All of the cosy houses and idyllic gardens.” Risøy resident, 60-69 years old

“I like the fact that it’s central but still quiet and peaceful.” Risøy resident, 30-39 years old

“I love the sea. That’s why I live here.” Risøy resident, 20-29 years old

“Risøy is like a town in a town, but one where everyone says hello.”
Risøy resident; 60-69 years old



Risøy Kiosk

Park

Ballastkaiaen

Municipal block

Activity day centre

North Sea Hall

Barracks

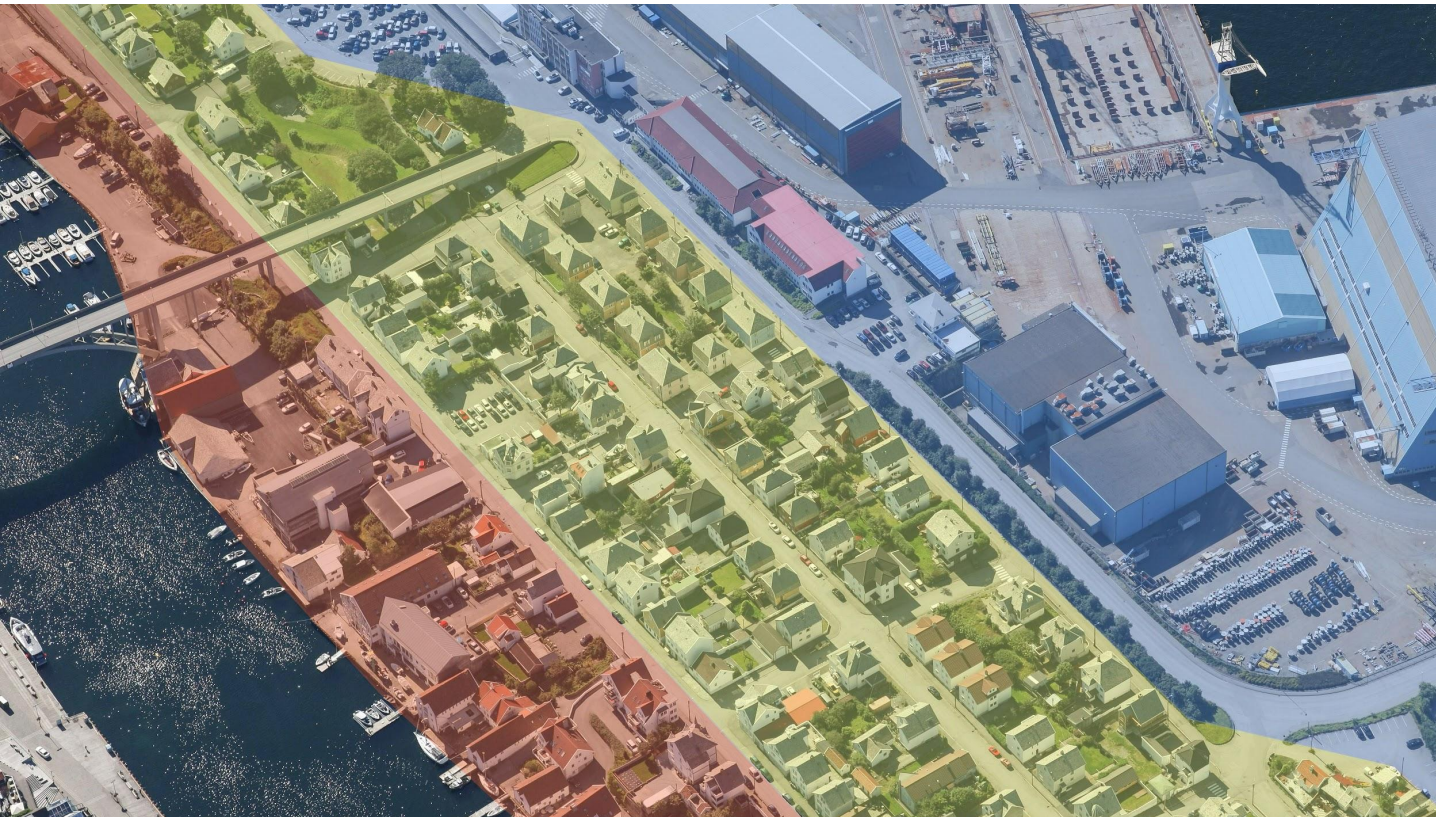
Park

Residential areas

People who live on Risøy describe the island as urban but with a village feel. People say that there are good neighbourly relations, and people who move here find the residents welcoming towards new people. Many people know a lot of other people on the island, and when they talk about their “neighbours”, they don’t just mean their next-door neighbours. Risøy residents refer to their fellow islanders as friendly, kind people who don’t go around gossiping about each other.

The residential areas are generally peaceful, even where you can see the town's nightlife across the strait. There are few people in the streets, and the dense housing also helps to dampen the noise. The roads that run lengthways are gently lit, whereas the ones that run across the island are dark.

Topography and functions divide the island into longitudinal ribbons; commercial activity by the strait, residences along the middle, and offshore industry facing away from the town.



On the face of it, there is nothing to make it seem particularly safe or unsafe. Nevertheless, Risøy has built up a reputation for being run-down and unsafe. The bad reputation is mainly due to the municipal block. A longstanding lack of maintenance and littering, combined with a high proportion of residents with serious social problems, have caused negative knock-on effects.

The surrounding blocks are also run-down, and the streets and pavements are all in a poor state of repair. A high proportion of rental properties and houses have been split into bedsits, which has exacerbated the situation.

The combination of landlords who don’t take responsibility for the houses they rent out, and residents who don’t feel a sense of community or responsibility, creates an impression of run-down, unsafe public spaces. The residents of Risøy feel that the municipality has forgotten and neglected the island for a long time, and they feel it is time for a major facelift.



What do residents say about Risøy?

“I like living close to the town centre, while also being sheltered from the town. There are lots of good neighbours, a good community association, the sense of community, our local pride, generosity. Lots of nice properties and houses.”

Risøy resident, 50-59 years old

“I normally go for a walk around the island every day, whatever the weather. I think it’s fascinating to watch the waves crashing in when I go down to the quay in bad weather, but I also enjoy the peace when the sea is serene, and I can observe the island’s surroundings.”

Risøy resident, 70-79 years old

“We have a Facebook group, “All of us on Risøy”, where the community association post about current events. Under normal circumstances, a bazaar is held twice a year, and a café for old Risøy residents on Thursdays, at the Activity day centre. You can rent the place even if you don’t live on Risøy.”

Ivar Rudi, artist, 67, lives north of the bridge

“There are two places here where I like to go for walks. One of them is at the southern end of the big car park. I like to enjoy the view south from there. The other one is further north-east (above the property of old HMV), which gives fantastic views of the inner harbour. I’ve never seen the town like that before!”

Risøy resident, 20-29 years old

“It really annoys me that the outdoor areas on the local authority estate were never completed after the flats were renovated a few years ago. Some of the private landlords should make a bigger effort to look after the outdoor areas and pavements around their buildings too. But it isn’t easy to make them get their act together in terms of maintenance and looking after their outdoor spaces when the local authority doesn’t care for its own properties. It’s frustrating to see, as we’ve spent so much time, effort and money on our house over the past 23 years, and then the municipality does nothing to make its outdoor spaces look nice. We try to add value, and the local authority takes it away! I hope this will change now.”

Risøy resident, 50-59 years old

“I lived half my life on Risøy, but I grew up on the neighbouring island, Bakarøyna (Hasseløy). I suppose I turned into a Risøy patriot with time. I love living on an island. You sort of know the boundaries. I like that it’s close to the town centre, but secluded. And the feeling you get of being part of a society here. We’ve got a good network on Risøy and many friends all over the island. Lately we’ve got to know our closest neighbours. They did renovations on their house during the pandemic and we saw each other a lot outdoors. They do proper work. Good people!”

Ivar Rudi, 67, artist, lives on Risøy

Topography

There is a low ridge down the middle of the original island, running from Dalen in the north to Stoltenberg in the south. The original, natural coastline on the western side has been altered by land being reclaimed from the sea, and it now consists of the low-lying area occupied by the shipyard. The maximum elevation difference is just over ten metres.

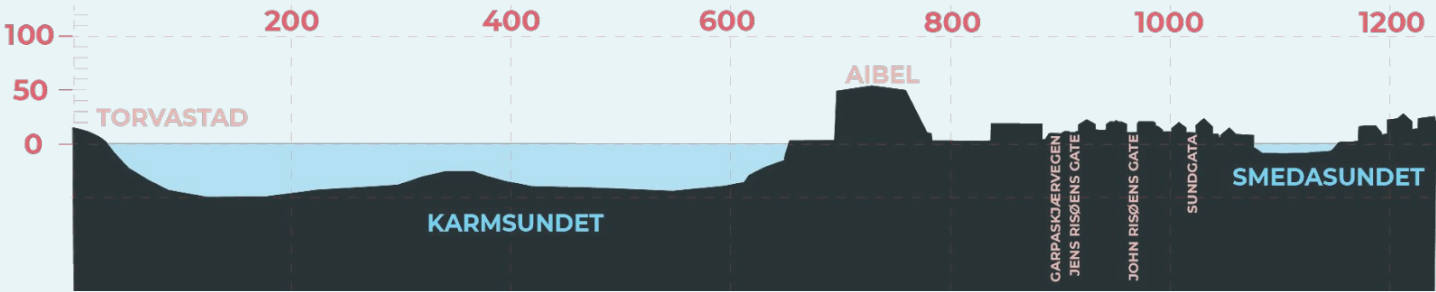
The shipyard installations are thus at a lower elevation than the rest of the buildings on the island, reducing noise pollution and making the shipyard less dominant in the skyline. You have to go up to the fence surrounding it to get a sense of its extent and dimensions.

The blue North Sea Hall is the one really imposing structure at the Aibel shipyard, and it is considered a landmark throughout the town. At times, the shipyard activity is also highly visible, with structures rising up on the horizon, and migrating flocks of tower cranes.

Garpeskjær in the northwest only became part of Risøy after a gradual process of land reclamation. This large, open space is used for port facilities. The quay is very windy, but it allows you to get wonderfully close to the other two town islands and northern Karmøy.

There are two office buildings, industrial suppliers at the far northern end, and a five-storey car park for Aibel’s employees. Along the east side of Garpeskjær lies the harbour basin where ships are laid up, and the barracks ships are moored.

Even though it may be tempting to make use of the undeveloped spaces at Garpeskjær, entrants should primarily focus on making the area more appealing for arriving passengers.



Urban green spaces

Like in much of Haugesund's town centre, Risøy has a high proportion of grey spaces and a smaller proportion of green ones. Most of the streets have no trees or other vegetation, and several rear courtyards have been converted from gardens into parking areas in recent years.

At each end of John Risøens Gate there is a green park without any green corridor between them. They are quite isolated from one another, and whereas the park under the bridge has recently been carefully renovated, "Dalen" in the north is more of a wilderness. There was a constructive dialogue between the local authority and the community association prior to the renovation of the play area in the south, and the local residents are very happy with the outcome.

At Dalen in the north, local residents particularly value the natural environment and the top's viewpoint, but they would appreciate better maintenance and an upgrade to the play area. **What should be done to ensure this park retains its natural feel while at the same time making it a better place to spend time and play?**

Many people have a regular walk they do, often along the streets closest to the sea, while other people like to explore the whole island. Many people make sure their walk takes in good viewpoints, and others have the play areas or the quay at Ballastkaien as their destinations.

"I like the play area in the north, because I can meet my friends there and do stuff with them." Child from Risøy

"I wish there were more green spaces and trees. I would like it if we had loads of trees, and/or maybe a park." Child from Risøy

"I usually cycle between the playgrounds." Child from Risøy

"It would be great to be able to get out to the seafront in more places when we go for a walk. It's good that it's such a short way to the marina. I would like to be able to use the areas by the sea even more." Risøy resident, 50-59 years old

"I like walking along John Risøens Gate, Sundgaten and parts of Jens Risøens Gate, as well as most of the perpendicular streets. I really like getting out to the sea wherever possible. I like the play areas and Ola Flytts Gate." Risøy resident, 50-59 years old

"I love the new play area." Risøy resident, 40-49 years old,,



At the moment, **the two parks** are mainly used as play areas. They constitute the two ends of an axis down the middle of the island, which gives them importance over and above their role as parks. Left: Northern park. Right: Southern park.





The municipal block

The brick buildings in the block bounded by Jens Risøens Gate, Vågsgata, John Risøens Gate and Fjeldgata constitute one of several local authority housing projects from the period around the First World War.

At that time, the town was experiencing an acute housing shortage. There was also a growing focus on the living conditions of the poorest people in the town, and the local authority tried to deal with the problem by building social housing.

The estate on Risøy was developed between 1919 and 1921, and it consists of 12 individual buildings with a total of 36 housing units. The exterior of the development as a whole is protected. The plan is to restore the inside of the buildings to their original distribution and layout.

The buildings are now considered unsuitable for the current target groups and the municipality's social housing needs and responsibilities. The local authority, therefore, wants to sell the properties. On account of that, no new tenancy agreements are being signed. Nevertheless, the majority of the residents say their housing is safe and good. As of January 2021, only 12 of the 36 local authority housing units are occupied.

These brick buildings can play a key role in Risøy's future development and become a hub for a network of meeting points on the island.



It has been decided that the estate will remain a residential area, but the sales strategy, required profit, type of housing units and layout are still up for discussion. It also remains an open question of how the municipality will use part of the block to provide community services to the residents as part of its investment in Risøy.

The outdoor spaces, which are not being used, are uncared for and feel run down and uninviting. How can we achieve a good balance between private outdoor spaces and ones that are accessible to the general public? How can the outdoor areas be purposed?

How can changes be implemented without losing diversity, and how can we enable residents with different backgrounds and different needs to live together? Is there a smart strategy that is possible to implement, and that can safeguard diversity and quality? Can the rear courtyard be designed as a partly private area with connections to public spaces so that the investments here can benefit the surrounding area?





As the local authority has used it to house people with social problems, this estate has for many decades contributed to this part of Risøy being one of the town's most deprived areas. That has also had a knock-on effect on some of the privately-owned buildings in the surrounding area. The situation has been exacerbated by the local authority's own failure to maintain its buildings and outdoor spaces, making the whole estate feel run down and unattractive. It is high time for it to be upgraded and renewed.

The local authority has changed its approach to social housing, and the existing tenants will move to better, more individually tailored housing elsewhere. The buildings will be sold, and new residents will, in due course, move in. But the local authority will retain one of the buildings. One of the keys to ensuring that the process runs smoothly is establishing a community centre, one that will provide a regular meeting place for the remaining current residents during a transition period, and in due course, become a low-threshold service for children and youths on the island.

This kind of community centre has been cited as an important factor for success by several urban regeneration projects. The local authority should be heavily involved to start with, and then gradually be replaced by residents, the community association, and other local organisations and associations.

The plan is to use the central building to the west as a multipurpose community centre while the residents are being moved and the area is being transformed.

Can the designated use, type of housing, meeting points and outdoor spaces work together to create a positive environment?

"Don't know if it's just me, but I'm easily attracted to the genuine of Risøy. The island is kind of charming. Kinda authentic. The authenticity is already embedded in the structure of the area. It's important that it should remain a place for all types of people in our society. That you don't push poshness in and some poor souls out. All change should be through cooperation." Anna Marie Gjedrem, PhD student, 28, lives north of the bridge

Social housing initiatives

In recent years, the central districts of Haugesund, including Risøy, have generally scored poorly on most metrics in standard-of-living surveys, and they are the most deprived parts of Haugesund. In parts of Risøy, there are problems with social deprivation, poor quality housing and poverty.

Risøy needs a facelift, but it is also important to not lose sight of the mechanisms that drive the economic, interpersonal and social factors during that process. Upgrades and investments are needed, but the process must look after existing residents' needs and preserve the area's character, identity, and history. Making physical changes to the urban environment and buildings, and changing the mix of properties and ownership structure, can lead to gentrification. That is a double-edged sword.

It is good if there is investment in an area that has previously been neglected. However, you have to be very aware of the possible impacts on the people who live and work on the island. It is important that both existing and new residents and users of the town have equal access to its resources such as blue-green infrastructure, private/public transport, good quality housing and work.

In the long term, land-use changes, investment in public spaces and the sale of the municipal block bringing in new kinds of residents will potentially also change the mix of residents beyond the projects themselves.

The benefit of these changes to the physical and social structures is that they may make the community more stable, reduce the number of rental properties, and perhaps lead to more owner-occupied properties. But the investments and upgrades may also result in some of Risøy's residents no longer feeling at home, even if they aren't directly forced out of their homes.

However, the housing market in and around the town centre is not particularly strong, and in recent years the aim has been to find a way to make these areas more attractive to a wider range of population groups. There is a need for strategies and tools to increase stability and spread out the problems associated with social deprivation and poverty more evenly across the town's neighbourhoods.

The quality, breadth and availability of culture and leisure activities are important to urban development, and it is something that matters to all of society, across generations and socioeconomic groups. Low-threshold services and activities with various functions, particularly if they are easily accessible and allow active participation without too much commitment, can lay the foundations for greater involvement and a stronger sense of belonging to the local community. The regeneration of Risøy is one tool for making the town centre an attractive place to live and spend time for people other than those who currently inhabit or use it.



Children on Risøy

There are currently no public leisure activities for children and youths on Risøy. Surveys of living conditions in the area suggest that the youngest residents of Risøy also face challenges relating to their housing and financial situation. Growing up in poverty affects the lives of children and youths. There are systematic differences between children from families in high and low socioeconomic groups in several important areas to children's lives.

Children from low-income families are less likely to participate in organised activities than other children. This means they are excluded from one of the important forums where children and youths meet other people and get the chance to develop their skills. For Norwegian children, organised leisure activities are an important part of their social lives, affecting children's experience of social inclusion or exclusion.

By offering a service to children and youths free of charge and within walking distance, the local authority hopes to get to know the young people on the island, which will help it further develop the service in response to local needs. The service will be led by professional staff, but they will work with the community association and volunteers.

Are there strategies and consultation processes, or forms of participatory design and urban planning, that can build on the idea of having a community centre in one of the brick buildings so that it continues to work when new residents move into the estate?

How can the physical environment in which children grow up on Risøy be improved? Childhood is short, so measures that can be implemented quickly are needed. Many families with children choose to move away from the island. What can be done to keep more families with children?

Is it possible to implement an extensive urban regeneration project without losing something or someone along the way? Can public consultation and participatory design reduce the negative impacts of gentrification? What do residents, organisations and local businesses need to want to move to or get involved in the local community? How small or big are the measures that are needed for success?

Leisure for the young

Most Norwegian children participate in one or more organised leisure activities over the course of their childhood. Participation rates are slightly lower for youths than for children. Sport is by far the most common organised leisure activity for children and youths aged 9-15. On a weekly basis, almost 70% do sport, 30% participate in cultural activities, and almost 10% are scouts, etc. 33% of those in the 13-15 age bracket attend a youth club.

Source: The Norwegian Directorate for Children, Youth and Family Affairs (bufdir)



Jens Risøens Gate

John Risøens Gate



The future community centre

The worker barracks

More than 500 people can live on land and barges when the shipyard is busy, nearly doubling the number of inhabitants on Risøy

Owner: Aibel

Area: 1.9 ha

Gross internal area: c. 8,500 sqm

Dwellers: 300 on land



At the far north of the island, there are rows of temporary workers' barracks located on the grey reclaimed land out towards the sea. Shipyards need a lot of space, and to allow efficient operations, there is a strong need for large, flexible spaces. In the case of a highly built-up island, like Risøy, there is limited access to additional space, and in principle, Aibel does not intend to give up much of its land for alternative uses.

The barracks area is important to the shipyard at several levels: it covers a genuine need to house contractors from other areas, and it provides a buffer for possible future needs for additional space. At the same time, it is one of the areas of Risøy with the greatest scope for improvement.

Many people would undoubtedly be keen to transform the area completely. Still, it is also possible to allow it to continue serving its current purpose while significantly improving the quality and accessibility of the outdoor spaces and the seafront. There may be varying degrees of change and alternative approaches to achieving the desired qualities, and it is also possible to imagine a staged development process that is dependent on the need for temporary accommodation.

At the moment, the people who live at the barracks don't have much of a relationship with Risøy. They have their own separate facilities where their employer, through a service provider, lays on whatever they need for a stay of a few weeks at a time. These facilities include a reception, canteen and cleaning service, and the reception and canteen occupy the same barrack building.

The canteen is almost always open on account of the shifts worked at the shipyard, but it is not used for socialising outside meal times. It is where the workers make their packed lunch before starting their shift. They eat their packed lunch during the three breaks they have during the working day. Each shift lasts for 12 hours, including a total of one hour for lunch and coffee breaks. The cleaning service covers cleaning the barracks and changing the linen. There are separate facilities where the residents can wash their clothes.

Each barracks has between one and four living rooms. These all have a TV, coffee maker and kettle. In some of the common spaces, there is also a table tennis or pool table. Residents of the barracks can go to the reception to borrow a key card for common spaces in other buildings or to borrow equipment for the activities.



Before the Covid-19 crisis, there was a plan to split the living rooms up by theme, so you could choose a room depending on what you wanted to watch on TV. That has not been possible on account of the restrictions now in place. As part of its employee welfare programme, Aibel has recently put up a bike shed by the barracks, with ten cycles that its workers can borrow.

By its nature, the shipyard is something of a parallel universe, where people can work for years without any real interaction with the rest of the island's residents.

There is a need for a range of approaches and interventions, including both permanent and temporary ones. A step-by-step approach that rapidly leads to greater interaction and better quality of life is one possibility. The shipyard has a genuine need for space and to control its activities. Therefore, it wants to continue operating the current functions within its premises.

However, it is open to proposals to improve the current arrangements. Can this be done in coordination with the local authority without interfering with the shipyard's needs? It might be possible for a relevant range of services to be offered to the general public.

Competition entrants are invited to come up with changes with a low start-up cost that can gradually be developed into something larger over time. Managed well, the barracks with its surrounding area and functions could host more activities and groups than it currently does, creating positive synergies for the whole island.

"So, what don't I like about Risøy? Well, it's an industrial site, so what can you ask for? The strip between the houses and the shipyard could be a bit tidier and nicer. It's not that nice there now. And they should do up the local authority housing. Plant some vegetation. Not much is needed. And the cruise passengers don't exactly get a pleasant welcome. The big multi-storey car park. The road to the town centre. They're not that nice."

"I would describe Risøy as being grey now, but if I could choose a colour for Risøy it would have to be green. I wish there were more green spaces out here. So little is needed." Bjørn Hansen, from Tyssedal. Worked on and off as a contractor for Aibel since the 1990s.



"I like living on Risøy. I know lots of people here—colleagues from the shipyard who live on Risøy. But I wish there was a café, somewhere to meet up after work. Somewhere to meet the people who live on Risøy."

"I also like being so close to the town centre. We have everything we need just 5-10 minutes away. I probably go to the town centre a couple of times during each rotation. I go there for shopping, the cinema, pubs and restaurants. There's no problem walking across the bridge, but I do miss the corner shop that we had in the 80s and 90s. The kiosk we have is worth its weight in gold! I go there during the working day. My shifts last from 7 am to 7 pm, and it's closed by the time I leave work."

Jan Ove Haraldsen, from Sauda. Contractor at Aibel since 1981

"Poorly integrated. I wish more of the shipyard workers lived on Risøy. Takes up a lot of space. But it's fantastic to have such a great industrial employer in the local community!"

Risøy resident, 30-39 years old, about the shipyard.

"I like living in the barracks, but I had my own flat in Jens Risøens Gate for a few years. There is nothing better than having your own flat."

"There isn't much for us to do by the barracks, but I don't know what there should be. The outdoor areas around the barracks are a bit tired, but you get lovely views there in summer! Then I like to find a rock by the sea to sit on. Those of us who live at the barracks used to socialise more. Now people spend a lot of time in their rooms. I miss there not being somewhere we can meet up in the evenings."

The shipyard employees have little contact with the island outside the confines of the shipyard, and apart from the permanent residents who also work there, few of the residents have any direct dealings with the shipyard. This can be explained by the fact that there are few natural meeting points on the island and that the shipyard offers good facilities for its workers on-site. Competition entries should also address the significant social and interpersonal divide between the two halves of the island.

Can good places for the shipyard workers to socialise be created on the island's eastern side, where they would want to go after work before heading their separate ways?



Access to the coastline and the sea

Smedasundet is one of the most important public spaces in the town. There is a high density of cultural heritage on both sides of the strait. The warehouses and associated infrastructure are representative of both the character and history of the town.

There is limited access to the seafront and constant pressure from developers who want to put up new buildings along the whole of Haugesund's shoreline. Most of the original shoreline has been built up in the central areas, and houses close to the strait are highly sought-after.

Having access to the seafront and getting out onto the water is important to most people who live on Risøy. Many residents have access to the sea, either through a private quay or a rented boat slip, although most people neither have a boat slip nor their own boat.

Risøy residents often head to the sea when they go out for a walk on the island, and they often incorporate places that are in contact with or have views over the sea into their routes.

Many of them feel that their contact with the sea is limited, and they dream of having a beautiful green park by the sea where you can swim, have a BBQ, sunbathe and play. They dream of access to the sea being opened up to everyone and becoming more continuous. One shouldn't have to climb over more or less lawful chains and other barriers or sneak past a sign that says "private" in order to reach the sea.

"Having contact with the sea is important. There's a nice, little view of the sea from our window. We couldn't do without it. There should have been easy access to a marina."
Ivar Rudi, artist, 67, lives north of the bridge



"High buildings are going up along the strait and the sea these days. It's slightly illogical. Have you ever seen a class photo with the tallest pupils at the front and the shortest ones at the back? Nor have I. Many people feel it is creating a barrier between the sea that the town sits on – and the people who live there." opinion piece in 2013, Øivind Lindøe, 44, founder of "Matkanalen" TV on Risøy



There is only one place on Risøy's coastline where there is natural rock — a last remnant of nature that has survived into the human age.

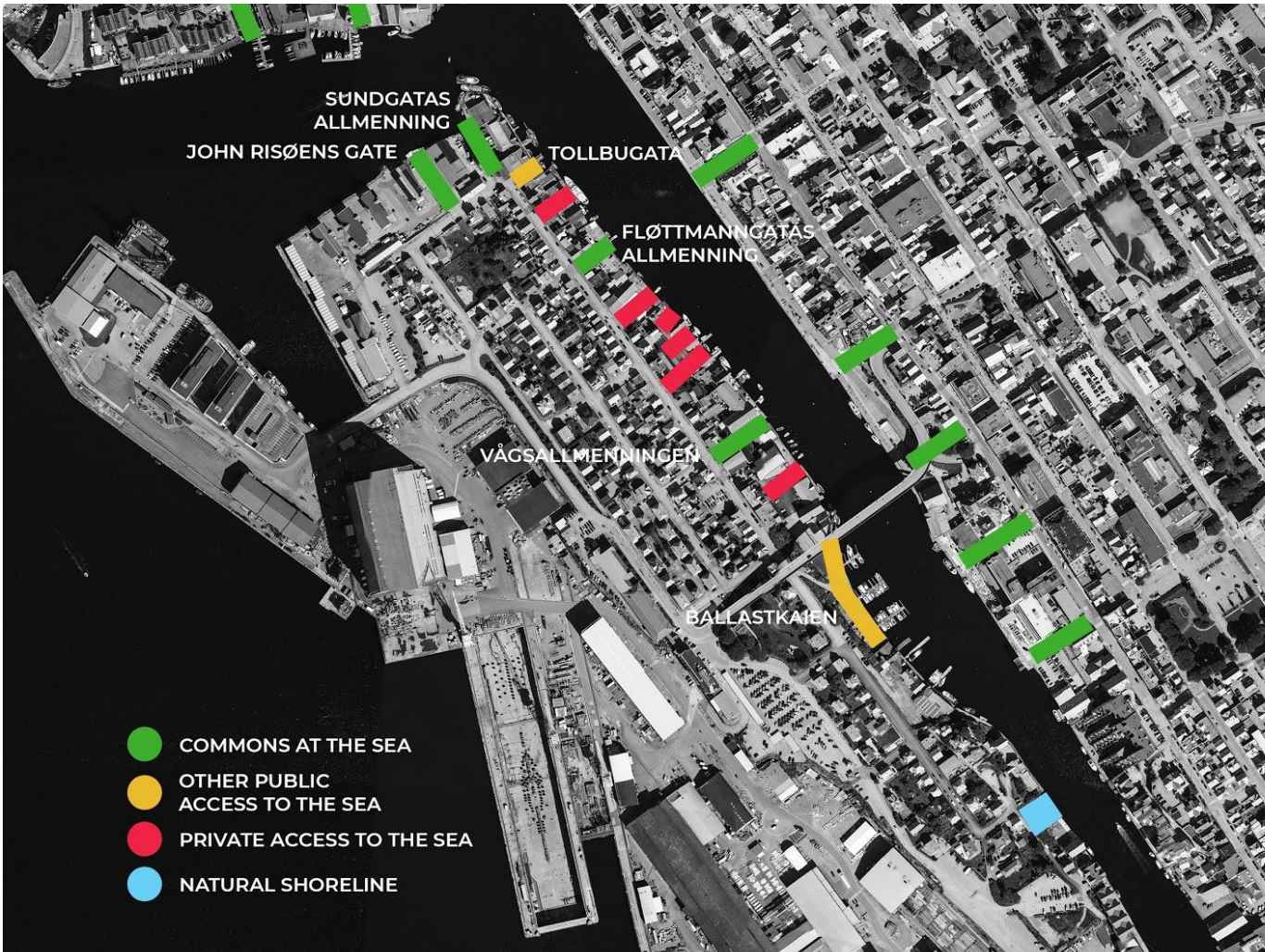
"The quays and commons are great when you want to go for a walk. I make active use of the strait and the sea in my boat and kayak." Risøy resident, 50-59 years old

"There's no beach/bathing area. That's a must."
Risøy resident, 40-49 years old

The traffic between the sea and land was fundamental to the establishment of Haugesund as a town. The hubs for this traffic were key elements of the town's infrastructure, and they were quickly defined as "allmenninger" – commons. This meant that they were kept in public ownership for the benefit of everyone. In due course, the town developed a more diverse business community, and "heavier" infrastructure with bigger quays and bridges was built. The commons became less important. Now, the town experiences intensive pressure for development along the shoreline. Many commons have been built upon or privatised in some other way. The local authority in Haugesund is working to protect all of the remaining commons so that residents can still access the sea in the town centre.



The highlighted area's land-use is international harbour(ISPS) and shipyard. The area is closed off with security fencing. A change in land-use within this area is not a quick thing to do. The Aibel site is not part of the project site, whereas Garpaskjær is. Still, entrants must very well argue for any propositions of changes within this area.



Parking

There are just over 1,000 drivers/cars connected with the shipyard, who each day drive to and from their jobs on Risøy. According to Aibel, that exceeds its parking capacity, even with its five-storey car park at Garpeskjær. When the car parks fill up, people park along the neighbouring streets.

As well as the shipyard, you have the residents' cars and parking needs for other purposes. The monofunctional car park defines the public spaces between the industrial and residential sides of the island.

The need for parking also has a negative impact on many residential streets, affecting access and reducing the local people's quality of life.

The fact that houses have been split up into many small flats has also added to the parking problems. Several shared courtyards have been converted from gardens into parking areas, and in many places, there are cars parked on both sides of the road.

The residents of Risøy mention this as a problem – the cars take up too much space and interfere with sightlines, which means the children cannot use the streets for playing and activities like cycling, skateboarding and socialising.

Commercial activity

There is limited commercial activity on Risøy besides the shipyard and rental businesses. The kiosk by the shipyard has persisted since the 50s. Commercial activities today include maritime, TV, event hosting and finances.

“Back in the day, Risøy had a separate society, with a fire depot, town hall, prison and numerous stores. When we moved here in the 80s, there was still a grocer. I wish we had a grocery store and a bus connection here, even if I enjoy walking. And more activity in the streets. Students too.”

Ivar Rudi, artist, 67, lives north of the bridge



Public spaces

Dense housing makes it more challenging to ensure that there are public spaces where people can spend time and enjoy leisure activities. The streets and commons between the larger public spaces should provide pleasant access routes. With the limited space available, they should also be places where people can spend time.

On Risøy, there is a need to raise awareness about land-use planning and to limit nebulous boundary zones and monofunctional zoning. Provision should be made for both residents and visitors to the island to enjoy themselves and mingle in squares, parks and streets, in the island's interior and by the sea.

From an urban planning point of view, it is important to give just as much attention to the routes through the public spaces as to the public spaces themselves. Good, interesting itineraries and routes motivate people to get out and about, enable communication and interaction, and allow people to pause wherever they want before continuing on their way.

Distances on Risøy are short, and there are lots of potentials to create experiences, even if they may seem limited at first glance. In many ways, the key is to make them more visible, convenient and accessible. Space is often in short supply, and in many places, the **privatisation** of what used to be public spaces creates challenges.

Access routes to the sea and green spaces are blocked or furnished in a way that limits or prevents access. Other areas are **nebulous, monofunctional or feel unattractive or unsafe**. There is a need to **ensure that the various forms of mobility and modes of transport can coexist** – people and soft mobility must be put centre stage, while also maintaining the infrastructure needed by heavy goods vehicles.



The streets on Risøy generally feel urban, but naked and lifeless. Asphalt reigns as far as the eye can see, and there is virtually no street furniture on the pavements of the residential streets – no benches or plants. The façades facing the streets often feel unwelcoming. Many of the rear courtyards, on the other hand, have had a lot of effort put into them and provide a completely different narrative. In stark contrast to the many grey streets, they contain private gardens that are well looked after. If you select the right colour bands on a satellite photo, they stand out like secret gardens of Eden, protected from prying eyes and the general public.

The Risøy island has so many exciting contrasts worth keeping and even intensifying. The contrast between the quality of the private and public spaces should be reduced by improving the latter. The road layout is confusing where the shipyard meets the residential areas. There are two parallel streets in the north, Garpeskjærvegen and Jens Risøens Gate, which are effectively separated by a wall: a tall embankment topped with untended undergrowth.

This means that many people choose to walk along the sometimes busy road Garpeskjærvegen rather than the residential road Jens Risøens Gate, which feels like a dark and forgotten back street. At the end of the bridge, there is a large T-junction with car parks to the south and west, where pedestrians have to take their chances crossing the road, as there is no pedestrian crossing.

Further south, there are several blocks without pavement, and the boundary between the car park and the road is not clearly defined. For pedestrians and cyclists, this can make it confusing and even scary when they meet other traffic, and it is frustrating for all road users. The boundary zone between the shipyard and the town does not work well for either of them, and it has potential rather than any obvious current qualities.



Limited access along the sea



Ballastkaien

There are no specific plans or funds for a multi-storey car park or other major investments. Still, it is undoubtedly the case that the total number of cars driving to and from the island each day creates a challenging situation and leads to a battle for parking spaces. If the island were more accessible, it could reduce the pressure on parking spaces, but **what else could be done to improve the situation?**

Is it possible to use the space differently, or can one create temporary or more flexible public spaces that allow parking but also act as recreation areas or meeting points when demand for parking spaces is low or during economic downturns? Is a multi-storey car park the solution, or are other approaches feasible? **How can an asphalt desert be transformed into an attractive public space?**

Two public spaces that do have some positive qualities are the quays at **Kortanes and at Ballastkaien** just below the bridge. They are the only ones to have some seating and are suitable for recreation. Kortanes provides a fantastic sense of proximity to the ships and inner harbour on the mainland across the strait. Access is unrestricted, but it is slightly hidden away. Ballastkaien is primarily a marina, with facilities for boat maintenance on land. People with a boat meet there, but it is not suited for other kinds of socialising.

The two parks, in the north and south respectively, also have positive qualities and great potential.

What could the local authority do to encourage residents to take greater ownership of the streets and make better use of them? Which contexts or meeting points could be created along the streets or elsewhere to facilitate casual meetings?



Skarvethuns Gate

Meeting points

Risøy has an urgent need for places where people can meet, whether by agreement or casually, that are not restricted to a particular group of people. The park under the bridge has recently been upgraded, and it is one of the few places where people go. The northern park is used as a play area by children and families and for sledging when there is snow. Apart from that, the former chapel in Sundgata north, which now houses the activity day centre, is the only place open to everyone. The community association runs the building on Risøy, but a separate foundation owns it.

A lack of natural meeting points in a neighbourhood can easily lead to people not feeling part of a community. How can you feel a sense of belonging to somewhere you don't spend time? Natural meeting points in public and semi-public spaces, whether formal or informal, prevent a sense of isolation and are vital to building social networks and robust neighbourhoods. Except for in private spaces, there are few meeting points in the neighbourhoods on Risøy.

Public spaces have been neglected, and there are no real services on the island. There is also little variation in the neighbourhoods' functions and purposes, and the streets feel monofunctional and lifeless. The island lacks the energy and liveliness of a town. There are currently insufficient potential customers for grocery and food shops to open a branch, and the old corner shops have long since gone.

The only remaining shop is the mini convenience store, called Risøykiosken, by the shipyard, where fast food and unhealthy snacks are the only options. It is symptomatic of the lack of services on the island, which means that the residents of this small, central island have to cross the bridge just to get some healthy food. Risøy has ended up becoming a food desert. This means the island has lost many of the small, informal meeting points that constitute the glue that binds a neighbourhood together and is needed for it to function well.

The kiosk is the only commercial meeting point, which makes it important. Can it play a role in Risøy's regeneration? Could a new multiuse "hub" be created, somewhere with extended opening hours, on a co-operative model, with a food shop, café and somewhere to swap used items? Usually, it is tight-knit communities that manage to get these kinds of initiatives off the ground, so would it be possible on Risøy?

In theory, all public spaces have the potential to become meeting points, but some stand out.

How can these places be made more accessible? Is there any way to designate uses for these or other public spaces that will enable them to recover their function as informal meeting points? How can the town's former vibrancy and diversity be restored?



Current public urban spaces and meeting points of note on Risøy

"It's good to have the activity day centre here. It provides activities for young and old alike. It's particularly nice for those of us who have grown up here to be able to meet there once a month and take a trip down memory lane over a coffee and a raffle. Loads of old and new Risøy residents come to these events." Risøy resident, 70-79 years old

Øystein Rø

*M.Arch. MNAL and Partner
Transborders studio,
former secretary of
European Norway*



Øystein Rø (NO) is architect and founding partner of Transborder Studio. Transborder Studio is an Oslo-based office working on projects in the fields of architecture and urbanism, with a particular focus on cities, green living, reuse and spaces for culture. Transborder works on all scales, from small interventions to large urban projects, often with a unique blend of program, context and history. Øystein Rø was also the co-founder of the art and architecture gallery 0047 in Berlin and Oslo (2004-2014), a work he received the Norsk form prize for young architects for in 2011 and Oslo Architect's Association's prize in 2014. Between 2008 and 2018 Rø was secretary general of European Norway. He has his education from NTNU in Trondheim and TU in Berlin.

Nina Lundvall

*Associate Director
Caruso St John
Architects LLP*



Nina Lundvall (SE) studied architecture at Chalmers and London Metropolitan University, graduating in 2002. Her diploma project 'Caravanserai: Making a Place for Transitional Urban Dwellings' was awarded the RIBA silver medal for best design project. She has worked for Florian Beigel & ARU, Tony Fretton Architects and David Chipperfield Architects before joining Caruso St John Architects in 2011, where she is an Associate Director since 2016. She is also a Director of Archipelago with James Payne, a framework for public and private projects and open collaborations with other designers and disciplines. In parallel with practicing, Nina Lundvall has taught at KTH, Chalmers, London Metropolitan University (the Cass), Central Saint Martins and Nottingham University. She is external examiner for the Diploma Thesis course at AHO, and previously at KTH and Chalmers.

Sabine Müller

*Principal of SMAQ /
Professor at Oslo
School of
Architecture*



Sabine Müller(DE) is Professor of Urbanism at the Oslo School of Architecture and Design, Norway. She is an architect and the principal of SMAQ Architecture Urbanism and Research in Berlin. With SMAQ Sabine Müller has won several competitions in Germany and Europe. SMAQ's master plans for Wolfsburg's new residential area, as well as a harbour conversion in Bremen are in development. In 2020 she received the State Prize for Architecture of Lower Saxony. Her research focuses on urban design at the intersection of architecture, urbanism and landscape, acknowledging infrastructure, ecology and processes of inhabitation as drivers of the urban environment. Together with Andreas Quednau she published Charter of Dubai (Jovis, 2012) and Giraffes, Telegraphes and Hero of Alexandria - Urban Design by Narration (Ruby Press, 2017).

Henri Bava

*Founder of Agence
Ter, chairman of the
Landscape
architecture
department at K.I.T.*



Henri Bava (FR) studied plant biology at the University of Paris-Orsay, scenography at Ecole Jacques Lecoq in Paris and landscape architecture at the Ecole Nationale Supérieure de Paysage, (ENSP) Versailles. He founded Agence Ter in Paris with his partners Michel Hössler and Olivier Philippe. In parallel with his practice of landscape architecture, he taught for 10 years at ENSP Versailles and, since 1998, he has been the chairman of the Landscape architecture Department at the Karlsruhe Institute of Technology (K.I.T.) in Germany. He has been invited several times as a guest professor at the Graduate School of Design, Harvard. He received together with his two associates the Grand Prix du National du Paysage in 2007 and in 2018 the Grand Prix de l'Urbanisme (the highest urban design distinction in France) for all of Agence Ter's work.

Wenche Dramstad

*Head of Research in
the Landscape
Monitoring
Department at NIBIO*



Wenche Dramstad (NO) is a senior research scientist at the Norwegian Institute for Bioeconomy Research (NIBIO). She has a Master's degree (MSc) in management of natural resources (1990) and a PhD in landscape ecology (1997) from the Norwegian University of Life Sciences (NMBU). During her PhD, she spent a semester at the Graduate School of Design at Harvard University, where her interest was spurred in strengthening the integration of ecology and design. This was also where the book "Landscape ecology principles in landscape architecture and land-use planning" was developed, which she co-authored. As a landscape ecologist, she has a fascination for the content and composition of the landscape, how the landscape functions as a mosaic, the spatial distribution of different landscape elements, their quality and how they change.

Berit Skarholt

*Deputy Director,
Department for
Planning, Norwegian
Ministry of Local
Government and
Modernisation (KMD)*



Berit Skarholt (NO) graduated from the Faculty of Architecture and Fine Arts at the Norwegian University of Science and Technology (NTNU) in 1982. After 9 years in two architect studios, she was 15 years in Statsbygg, the Norwegian government's building commissioner and property manager, in different roles and phases of projects. She has been a jury member in a broad range of architectural competitions. She was Head of the Department for Area Development in the City Planning and Building Agency of Oslo (PBE) and is now in the Department for Planning in KMD. Planning of cities and architectural quality are the main issues, including challenges and possibilities in small and medium-sized towns. She has been a member of the board of the National Association of Norwegian Architects (NAL) and the board of the Norwegian Institute for Cultural Heritage Research (NIKU).

Aga Skorupka

*Head of social
science at Rodeo
Architects*



Aga Skorupka (PL) is the head of social science team in Rodeo architects. She holds a PhD from City University of New York in environmental psychology, which is an interdisciplinary study of transactions between people and their physical environments. She likes to think of her work of as evidence-based placemaking, where data informs both public participation, planning and policy making. Aga is originally polish and the combination of her immigrant and academic backgrounds makes her especially apt to work with socio-spatial justice issues in urban planning. Some of her other areas of expertise include spatial analysis, social sustainability and walkability issues. (Photo Anne Valeur)

Linn Runeson - Substitute

*Architect, Urbanist
and
co-founder/Managin
g Director at edit AS.*



Linn Runeson (SE) is an architect, urbanist, managing director and founder of edit — an atelier that is active within the fields of landscape, urbanism, planning and architecture in Oslo, Norway. The studio won European 15 in Borås, Sweden with the proposal "Made in Borås". Linn has worked for Helen & Hard, LALA, A-lab, and for the municipality of Kristianstad, Sweden. She has a masters degree in architecture from Lunds University, and has studied industrial design at Umeå University, she has also had several exhibitions of her painted works. Currently she is working on several transformation projects, and is passionate about creating meaningful, and sustainable environments for all living kinds.

Joakim Skajaa - Substitute

*Architect, founder of
SKAJAA
Arkitektkontor,
curator at the
National Museum,
Oslo.*



Joakim Skajaa (NO) is a registered MNAL architect, graduated from Bergen School of Architecture (BAS) in 2004. He runs the architectural firm SKAJAA Arkitektkontor and is curator of contemporary architecture at the National Museum in Oslo. He is a teacher, former vice-rector and associate professor at BAS and has also taught at the Oslo School of Architecture (AHO). He was the leader of the Oslo Architects' Association (OAF) from 2017-19. Together with Arild Eriksen, Skajaa won European 10 at Haugerud in Groruddalen in 2009.



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A visual tour of Risøy



Ola Flytts Gate, Ca. 1960

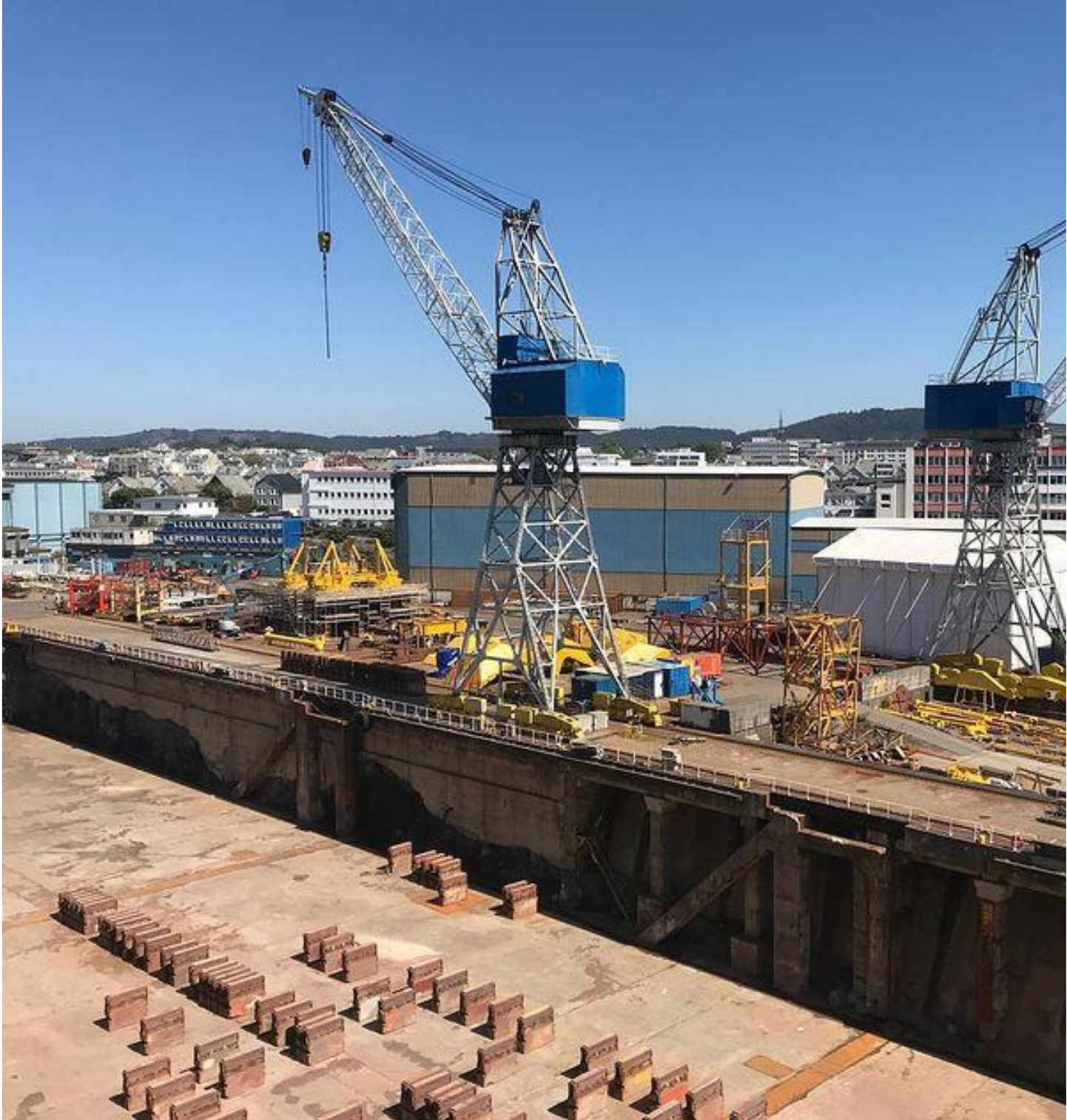


Ola Flytts Gate, 2020



Sundgata looking north from Fløttmannsgata, Ca. 1905

“I don’t know the local place names and history of Risøy that well. It would be cool if we had some kind of outdoor auto guided gallery with Risøy through history, for example. It’s nice to imagine the lively streets of the past, like during the herring fishing season.” Anna Marie Gjedrem, PhD student, 28, lives north of the bridge





Sundgata 166



Strandlinjen 34 and Sundgata 127A



Smedasundet



Ballastkaien is a quay with jetties, which works well for boat-owners on Risøy, but perhaps it could be made to work better for other people.

"In addition to investing in the island – the jewel – it's also important to preserve some character, and where there is still a bit of empty space, new buildings shouldn't be allowed to take over! In the house where I grew up, we could keep an eye on what was happening at sea and on the quays on the town side. On the national day, we stood by the window and watched the boat race. Now they are hemmed in by someone who has made their money building lots of flats in a big apartment complex. Luckily, I can still see the sea and the town centre from the place I rent, but I'm not holding my breath for what will happen on the other side. (I probably got sidetracked with a bit of a rant there!) It's nice to have a bit of hustle and bustle on the quay in town. You have to accept that when you live so close to town." Risøy resident, 70-79 years old



Boundary zone between the offshore shipyard and the town



Garpeskjærvegen and Jens Risøens Gate running parallel



Jens Risøens Gate running south along Aibel and the municipal block.



The Aibel main parking lot.



The south end of John Risøens Gate ends up in large parking areas.



John Risøens Gate. View towards the south.



Jens Risøens Gate. View towards the south.



John Risøens Gate. View towards the south.



Garpeskjærvegen



"It's a pity access to the sea is cut off certain places. There's one place with a metal chain across. Maybe they don't want anyone to drive down there, but there's something symbolic about that chain. You'll feel it's not okay to pass there."
 Anna Marie Gjedrem, PhD student, 28, lives north of the bridge



*The town's residents deserve better use to be made of **the commons**, allmenninger, and for their original purpose as rights of way for everyone to be respected.*



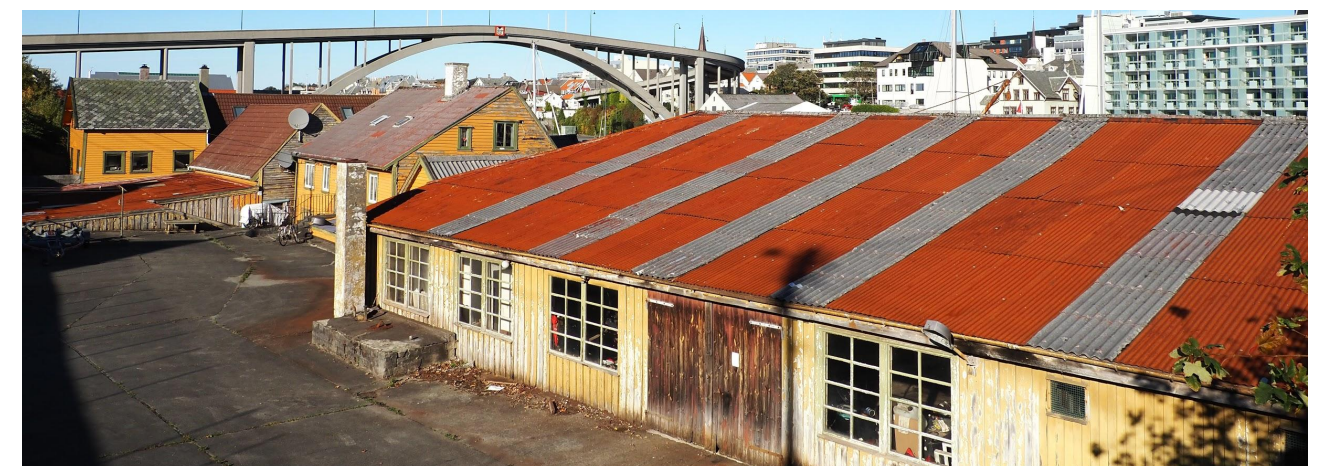
*The **Haugesjøen** Foundation operates out of the local authority's warehouse at Kortaneset, at the northernmost tip of Risøy. A small group of Haugesund residents uses it with interest in maintaining small boats and old warehouses. These enthusiasts meet here to maintain and make boats and teach new generations.*



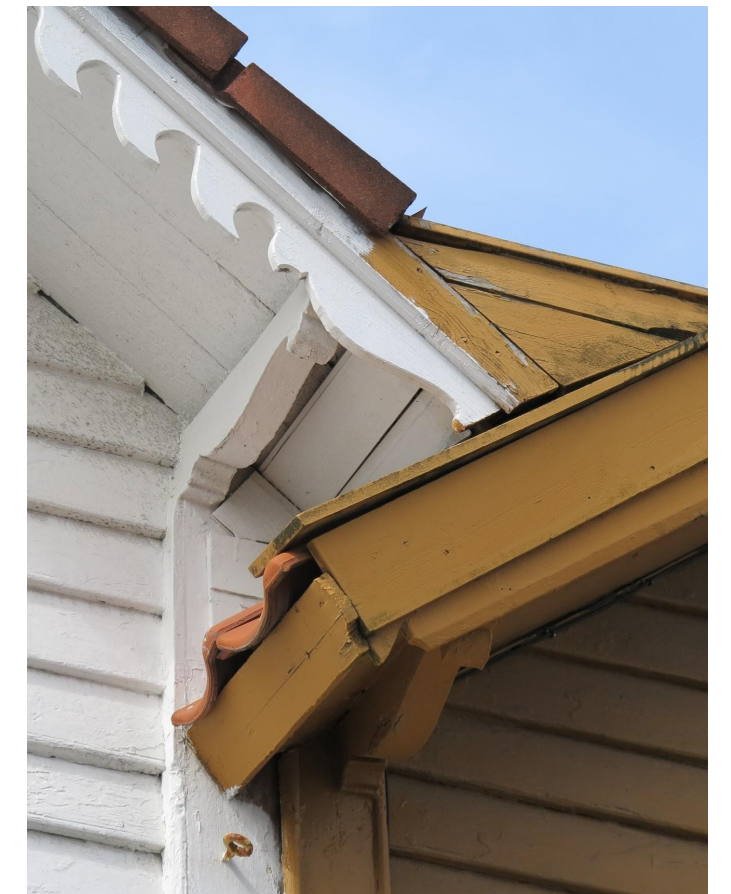
Buildings



The local HQ and reception buildings of Aibel. The former was designed by architect David Sandved (1964), the latter used to be the farmhouse of the family that owned the island.



The Kolbeinsen herring export warehouse. Privately owned building with a long history and iconic presence in the town.



There are several examples of warehouses and houses built in Art Nouveau and Swiss Chalet style, and the example of brutalism (bottom right) is one of few in this region. White and grey are popular colours in Haugesund. This partly reflects modern tastes, but there is also a historical reason for the use of white, which is that Haugesund was originally built in the Swiss Chalet and Art Nouveau styles, both of which often use white as their main colour. Particularly the Swiss Chalet style houses used to have details in bright colours, but these have often been lost because people find it more convenient to paint everything in the same colour.



Trafikkhuset (L.) and **Wrangell's warehouse** (R.) at Kortanes, run by the Haugesjøen foundation



The first town hall and prison of Haugesund





The modest **activity day centre** is a former chapel used by the island's community association and owned by a related foundation. The building has assembly rooms and a kitchen on the ground floor and some smaller reception rooms and offices on the floor above. A variety of activities take place there, and anyone who wants to can hire the building for events, meetings and celebrations. The cost of renting is low, and everyone is welcome. It has at times been used by local bands for rehearsals. The activity day centre is also a regular meeting point for older people on the island, who meet once a month for coffee and small talk. These gatherings are also attended by people who grew up on Risøy, but who have moved away. The building feels cold from the outside. Particularly the elevation facing the street feels passive and unwelcoming. The building has a small, untended rear courtyard. The community association is run by a group of enthusiastic people who dream of restoring the centre to its former glory. They would also like there to be more activities both in the building and on the island.



The HMV building

This property is run by a foundation with links to the shipyard. The building is used for parties and events, and the outdoor spaces are also used for boat maintenance and storage. It occupies a central, visible position opposite the inner harbour. Making it more accessible and widely available can be considered, but it shouldn't be transformed or completely repurposed.

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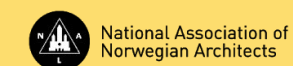
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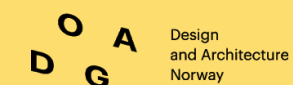
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