

When we visited Risøy, one thing that was especially noticeable is that there were almost no people outdoors except several groups of workers who either walked to or from the shipyard territory. While the Aibel shipyard remains a thriving engine of Risøy and the whole region, the residential part of the island is not experiencing its best times now. Risøy streets look absolutely abandoned with only cars standing chaotically on the sidelines. There were no families or children hanging out, although it was a warm sunny Sunday and there were quite a lot of people in the Haugesund center. However, after spending some time on the study site, learning more about the history of the island and looking on it from the other side of Smedasundet and from Hasseløy, you understand how incredible is the potential of the place. Risøy is like a tiny world in itself but with an excellent connection and closest proximity to the center of Haugesund. There are enough municipal areas including green parks that can be developed to a high quality outdoor spaces and be actively used by all generations and social groups. There are also several municipal or cemi/private buildings that has a great potential to become succesful commercial public places. The project tells a story of how the potential of the island is used to create a place with the high quality of living.

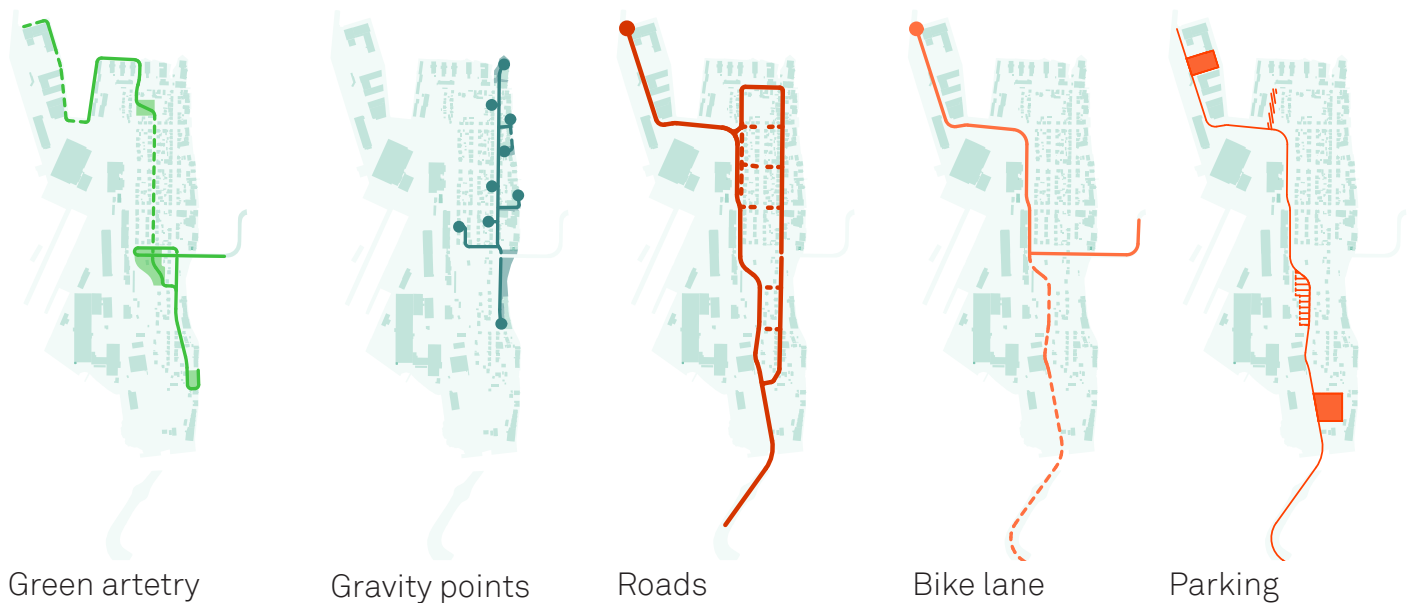
We suggest a sequence of interventions. Starting from tiny changes outside the houses that can be made by the residents already now in 2021 and ending with dramatic transformation of the existing bridge into an iconic park that can be planned for 2025-2026 (2-3 years after the new southern bridge will be opened).

The opening of a new bridge in the southern part of the island in 2023 allows re-imagining of the role of the existing one. The suggestion is to convert the existing iconic bridge into a new symbol of greener Risøy, into a park, from the current barrier to the friendly green gate which leads to Risøy.



## Connections

The urban concept is to create a green artery through the residential area and to limit car access inside the residential streets giving priority to pedestrians and bicycle on all the streets. John Risøyens gate gets the role of a connection between two existing parks with sitting groups, playgrounds and only access to fire engine. Sundgata is assumed as more lively public area with the access to the seashore and public premises. Green buffer zone of Jens Risøyens gate is transformed to a multifunctional green space. We propose also to create a main bike lane connecting the mainland with the cruise ship port. It will serve as an important transport line for the residents of the island and also motivate tourists to use bikes during their stay in Haugesund.



## Attractors

Risøy is located right in the middle of the town with the perfect visual connection between the residential part of the island and the main public artery - Smedasundet. One of the main ideas therefore is to develop several gravity points on the coastline and around it to attract the public from the mainland. In addition to this, new public spaces are developed on Sundgata. We suggest introduction of new public functions on the commons, in the remaining natural shoreline in the southern part of Risøy and on the northern edge. The last mentioned site has especially strong potential to become an important meeting point because of its excellent visibility from the mainland and Hasseløy and a great panoramic view. The existing concrete structure can be transformed into a multifunctional boat-oriented public center, with the boat maintenance workshop, auditoriums and a cafe. Here people will share their knowledge and experience in boat science.



## Implementation strategy

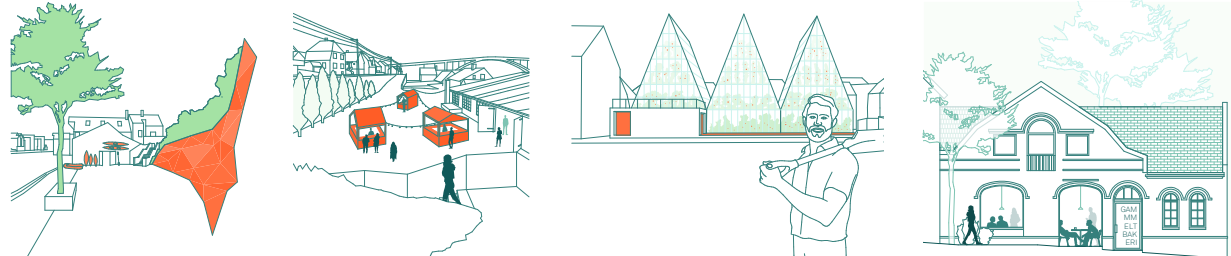
### Stage 1. Big Dugnad. 2021-2022

Starting point can be an arrangement of meetings and dialogs between municipality, owners of the private property and current residents. It is important to set a common goal - to improve the quality of life and raise the island's profile - and share the responsibility. Residents can begin with a common Dugnad, small changes on their properties around their houses. This will already improve the appearance of the streets. Some of them may be eager to transform their garages into open bike workshops or greenhouses where people could communicate. Municipality will join with placing temporary green/public modules on the sidelines which are now chaotically occupied by cars. Gradually the involvement of municipality becomes more active with bigger transformations of residential streets, parks and squares.



### Stage 2. Meeting points. 2022-2025

It is vital to activate the existing and to create new public spaces where different groups of people could share and communicate. Introduction of new meeting points can be first made by small interventions on the public coastline areas. After time bigger proper public spaces are to be opened. Integration of temporary residents in the public activities of the permanent residents can be made by creating new common public areas around the barracks and opening of free time activities. In addition we suggest introduction of municipal and community support for those landlords who wish to open commercial premises on the ground floor. This is relevant for example for the old bakery building which have a good potential to become a successful popular cafe.



### Stage 3. Big changes. 2023-2026

The last stage is renovation of the streets and transformation of the existing bridge into pedestrian and bike friendly park zone. We suggest to begin with introduction of shared spaces on John Risøyens gate and planting of trees and definition of parking spaces on Sundgata. Such transformation is a key in the process of restoring of social balance on Risøy. High quality outdoor areas with greenery will attract families with children and older people. It will be a good step towards biodiversity and social sustainability.