



**YOUNG PLANNING
PROFESSIONALS' WORKSHOP**

KRISTIANSAND, 2018

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COOL PLANNING IN NEW KRISTIANSAND

Towards a Sustainable Polycentric Urban Model

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FORWARD

Zeynep Gunay

Two Young Planning Professionals' Workshops were offered this year as part of the 54th ISOCARP World Planning Congress, one in Bodø (27 September – 1 October) and the other in Kristiansand (24-29 September), Norway. Both workshops have been structured responding to a very timely and challenging vision of "Cool Planning".

As defined in the agenda of the Congress, the future of civilisation now more than ever depends on the way we plan and manage our cities and towns. While this agenda calls for aggregate efforts to rethink sustainability, mitigation, resilience and adaptation, how we perceive urbanity appears as the major strategic fields of action in navigating the challenges of our urban future. Thus, the Young Planning Professionals' Workshops of 2018 not only offered the potential to navigate planning through a 'cooler' urbanity, but also they manifested innovative and creative approaches to our 27 years old programme by introducing new modes of methodology such as "Urban Lounges" and "Pecha Kucha Nights", through which the workshop results were shared with the public, while the YPPs had a chance to share their individual creative spirit and lead their own professional progress.

I am highly honored to present this unique publication as the product of this intense urban laboratory towards a challenging path of inspiring the New Kristiansand, solely delivered by the Young Planning Professionals who participated in the 46th Workshop within 53 years of ISOCARP's history!

ISOCARP, since 1965, gets its strength from the motto, Knowledge for Better Cities and it has become the leading

global network of planning - the hub of knowledge - by bringing a society into life of unmatched wealth and diversity of professional expertise, knowledge, and experience through its members from over 80 countries across the world. Among the wide array of activities including technical assistance, advisory teams, training programmes, congresses, and publications, the Young Planning Professionals' Programme is a crucial component of ISOCARP's dedication to promote and enhance the planning profession and commitment to facilitate knowledge for better cities with the young generations, the future leaders of our profession. Since 1991, it has facilitated a unique creative spirit within the Society, and it has become a source of new ideas, innovation and rejuvenation not only for the Society but also for our partners; and has made a huge impact on participants' professional lives, in the name of the universal vision of promoting and enhancing planning profession. It has also contributed towards making life-long friendships beyond borders, languages, cultures and professional backgrounds.

The 46th ISOCARP Young Planning Professionals' Workshop has been structured following this unique vision, under the theme of 'Cool Planning in New Kristiansand'. The workshop addressed a very timely and complex urban challenge as Kristiansand is in the process of amalgamate with two neighbouring municipalities of Søgne and Songdalen. The new municipality 'New Kristiansand' will be operational from 01.01.2020. Exploring the different characteristics and identities of the three centres as a basis for developing a polycentric city is important, besides reducing the mental distance between these centres through new ways of transport and communication. The

guiding strategic principles included major focus on environmental, economic and social sustainability, climate change and adaptation. Responding to these fundamentals, the workshop results were structured under 5 main themes: “Regional Sustainability” - Which land use and what kind of landscape concept should be examined, developed or altered in order to ensure sustainable development of the three municipal centers, as to address climate challenges and sustainable development goals?, “Regional Dynamics” - What possibilities and risks for regional development and synergies can follow the merging of the municipalities – urban structure, business, culture, mobility, and so on – now and 50 years on, “Sustainable Mobility and Connectivity” – How can existing or new transportstructures and mobility patterns be developed to assure complementary synergies between the centers Tangvall, Nodeland and Kvadraturen? How can transport structures and mobility patterns be renewed through innovative and sustainable solutions?, “Identity” - Which local character should be strengthen (and how) to sustain inhabitants’ own place identity, while profiling the centers in a regional context?, “Place-making” – How can strategic interventions/projects in defined urban spaces and on defined building lots contribute to higher quality of places?

The expectations were high! And I have the highest belief that we fulfilled these expectations with the highest commitment and success, and through the most crucial fundamental that makes ISOCARP unique: A team with energy and creative power, such as the Kristiansand itself; and through the great hospitality and commitment of Harald Furre, the Mayor of Kristiansand, Johnny Greibesland,

the Mayor of Songdalen, Astrid Hilde, Mayor of Søgne, Vest-Agder County, Camilla Dunsæd, Future Head of New Kristiansand, Kjell Sverre Langenes, Songdalen Kommune and Planning Advisor for New Kristiansand, Thor Skjevraak, Songdalen Kommune, Vibeke Wold Sunde, Søgne Kommune, Ragna Marie Henden, Kristiansand Kommune, Elin Børrud, Norwegian University of Life Science, and particularly with the incredible commitment, success and hospitality of Knut Felberg, Kristiansand Kommune Head of Urban Development Department and Christina Rasmussen, Kristiansand Kommune and YPP Project Coordinator. While ISOCARP Experts Zeynep Enlil and Martin Dubbeling contributed extensively to share their valuable expertise and knowledge in the expense of their time and effort, the workshop was a product of 18 highly qualified YPPs from 14 countries consisting of the world in itself. I thank all of you, the YPPs, for your creative spirit and becoming part of our ISOCARP World!

In my opening speech, I said: Be cool, work hard, have fun! You were cool, you worked hard, I hope you found time to have fun:) I hope this unique project will make an influential and inspiring impact on the way to rethink and reinvent planning for a cooler urban future.

Zeynep Gunay
ISOCARP Vice President
Young Planning Professionals’ Programme

FORWARD

Christina Rasmussen

Kristiansand has through the years worked for a compact city planning, transformation projects and new housing concepts, effective transportation and connectivity between city and municipal centres. Walking, biking and busses are prioritised when planning for a sustainable future and mobility. Kristiansand is therefore proud to be the Norwegian city with highest cycling percentage, and won this year the Norwegian price of Cykling city. The growing heart of the municipality, Kvadraturen has today about 9000 inhabitants, but we aim to achieve 15.000. Quality, aesthetics and social inclusiveness is crucial. Our work was greeted with the Norwegian price for Attractive city in 2018. As city, Kristiansand is multicultural and inclusive, home to almost 160 nationalities – which reflects in our focus and project A city for everyone. Those values accompanies us in the process of merging the three municipalities.

The main strategy for Kristiansand is to be 'a creative city with ambitions': the municipality dedicates its work to achieve growth with inherent qualities, enhance local participation and identity-building, promote co-creation as a driving force in our local and regional development, and ensure value and attractivity by sustaining high competence and available resources. The young planning professionals were expected to lift our visions and help realising our strategy and potentials when merging with Søgne and Songdalen.

The Cool planning workshop and the collaboration with ISOCARP and NMBU was a unique opportunity to set the limelight on our sustainable future in new Kristiansand. Søgne, Songdalen and Kristiansand municipalities were happy to welcome the seventeen Young Planning Professionals from International Society of City and Regional

Planners, together with fifty-five master students from the Norwegian University of Life Science (NMBU) in Ås, in the period of September 24th – 28th. Be cool, work hard, have fun! The motto introduced by vice president Zeynep Gunay at the opening would colour this week of intense work, exciting knowledge-sharing and positively inspiring workshop.

The process of merging the three municipalities offers challenges and potentials which we expected the young planning professionals and master student to examine with their different cultural backgrounds and experiences, and bring enthusiastic and fresh ideas for the future development of new Kristiansand – to use the words of Martin Dubbeling, president for ISOCARP and coordinator for the workshop.

The new municipality must be relevant for its citizens locally, with good places and vibrant communities – as it already has today – while defining itself on a regional, national and international level. The workshop participants were expected to propose new innovative perspectives and ideas for future development of the municipality and its centres. We also hoped to engage local citizens, planners and politicians, to inspire and trigger curiosity through interesting events and arenas for knowledge sharing and for dialog. Engaging and inspiring the citizens is important. They are the 'specialists' of everyday life, they define what are the qualities and identities of the places where they live, work and use the facilities. Both the young planning professionals and the Norwegian master students threw themselves into the locations, studied and analysed the places, experienced the transport connections between the three centres, interacted with people on the street and raised relevant questions. They worked hard and intensively, and delivered a remarkable set

of considerations, advices and ideas for the municipalities to work on.

Our three mayors Astrid Hilde, Johnny Greibesland and Harald Furre expressed high expectations to the work of the young planners at the opening of the Cool planning week on September 24th. New Kristiansand has the ambition to build the best Norwegian municipality to live and work in, for our citizens and with our citizens: a quality-conscious and inclusive municipality, an attractive and extrovert municipality, a nationally leading and internationally oriented municipality, and a well-managed and development oriented municipality. Addressing the three municipalities equally and conveying distinctive strength and characteristics for Søgne, Songdalen and Kristiansand is essential in the process of building new Kristiansand. The young planning professionals were therefore asked to focus on local identities and qualities, sustainable and smart solutions, strong synergies within a common living and labour market. Indeed – in new Kristiansand, 1+1+1 becomes more than 3!

Martin Dubbeling suggested in his article, preparing for the workshop, that “the international young planning professionals will draft under the unifying motto “Together we make the new Kristiansand”” reminding us of the importance of people’s participation and stakeholder cooperation when planning for our new municipality. The motto cannot be more fitting to our ambitions when planning and building the new municipality.

Søgne, Songdalen and Kristiansand would like to thank the young planning professionals, as well as the master students from NMBU, for their dedication to understand the locations, the challenges and qualities of each, and form

comprehensive reflections on the future development of Tangvall, Nodeland and Kvadraturen within new Kristiansand. Next to highly qualified analysis and work from the young planners, we would like also to highlight inspirational meetings and exchanges between the young planners, local partners, local planners and public participating at the events of the week.

We would like to thank Martin Dubbeling and Zeynep Enlil, the ISOCARP coordinators, for inspirational and extremely relevant contribution to the work of the young planners, to our work as municipal planners and to the realisation of the workshop. Thank you to Zeynep Gunay for the good collaboration and logistics in the making and organisation of the workshop.

We would like as well to acknowledge valuable partners for the realisation of the Cool planning in new Kristiansand workshop: the Department of global development and planning at the University of Agder; Kristiansand library and Kristiansand Kunsthall; Kristiansand Teateret. As well as Vest-Agder county and the ministry of Local Government and Modernisation for financial contributions. And thank you to Kath Davies, Creative Economy Manager at Kirklees Council, for inspirational talks and exchanges during our workshop.

*Christina Rasmussen
Urban planner and YPP local project manager
on behalf of the local organisation committee
and all three municipalities.*

FOREWORD BY SØGNE MUNICIPALITY

Vibeke Vold Sunde

Søgne is a coastal municipality in Vest-Agder with Tangvall as municipal town centre. Søgne has a high amount of forestry and an attractive archipelago and coastline. Olavsundet and the coastal fortress in Ny-Hellesund are popular destinations in the archipelago. The municipality has a flourishing trade and industry. Public and private service institutions contribute to make Søgne a good place to live and grow up in. Many people seek to live in Søgne because of the country and seaside lifestyle. Life close to the sea attracts many. Tourism and summer cabins causes therefore a significant increase in population in summertime. Growth and housing development contribute to pressure on shoreline areas and agricultural land. At the same time, many citizens commute to work in Kristiansand on a daily basis.

The challenge for Søgne is how to maintain a small town centre like Tangvall in the new big municipality of Kristiansand? How to develop our suburban townlife with vibrant local business, variety of shops, local schools and child care, retirement homes, offices and housing, as to ensure that Søgne can continue to be a good place to live, grow up in and get old in. The merging of the three municipalities should help us plan for better population growth, sustainable planning, good work and living areas, as well as good public transportation.

Søgne municipality is optimistic and welcomes the input of the young planning professionals on those challenges and issues.

Vibeke Vold Sunde

*Urban planner at Søgne municipality and member of local
organisation committee for the workshop
Cool planning in new Kristiansand*



FOREWORD BY SONGDALEN MUNICIPALITY

Thor Skjevraak

For Songdalen, one word is important word since we first began preparing for the Cool planning workshop: polycentric – the polycentric structure within the new municipality. Today Nodeland is our administrative centre with its townhall, health office, dentist, grocery shops, bank, library, nursing home and more. All these institutions are important for an active and lively centre. How to sustain attractivity and livability in Nodeland within the new municipal borders?

During the last years, Nodeland and Songdalen have been flourishing with positive development, contributing to a positive branding of the municipality. Songdalen and its centre Nodeland are in good shape. How to ensure this continues in the new municipality? In new Kristiansand, Nodeland will be the only centre with a railway station, in addition to Kristiansand station, where trains stop between Oslo and Stavanger. That is a big advantage! Bus connections are good as well. In new Kristiansand, Songdalen hopes to stand as the district where people can live both near nature and close to the big city.

Songdalen municipality expected the young planning professionals and the Cool planning workshop to bring creative suggestions and ideas, on how to keep and develop today's local positive conditions and characteristics, as valuable assets for the future new municipality.

We experienced a lot of hard working, eagerness and interest from the master students from NMBU and the young planning professionals from ISOCARP. They worked

to understand the daily living in Nodeland, and came with proposals on how to continue our positive development within new Kristiansand. The concluding exhibition shows many interesting ideas and thoughts on how to develop Nodeland; strengths, weaknesses, opportunities and threats. We also look forward to hear the final proposals from the master students from NMBU, which they present on December 7th.

Thor Skjevraak

Urban planner at Songdalen municipality and member of local organisation committee for the workshop Cool planning in new Kristiansand



WORKSHOP CASE

Kristiansand, Søgne and Songdalen are in the process of merging their municipalities. The process involves some 8000 municipal employees and 110.000 inhabitants. New Kristiansand will be operational from 01.01.2020. The centre of gravity will inevitably shift towards the west, and the three municipal centres Tangvall, Nodeland and Kvadraturen will have to work together. The workshop participants will be looking at: How new Kristiansand can develop as a polycentric city? How can these three centres complement and strengthen each other to make the new municipality not only more competitive, but also more dynamic and interesting for the inhabitants? Exploring the different characteristics and identities of the three centres as a basis for developing a polycentric city is important, besides reducing the mental distance between these centres through new ways of transport and communication. The guiding strategic principles include major focus on environmental, economic and social sustainability, climate change and adaptation.

The municipalities outlined some thematic reflections for the workshop. The workshop participants had to choose and combine at least two of the following reflections and integrate them in their proposition for new Kristiansand, Tangvall, Nodeland and Kvadraturen:

Connectivity and mobility: How can existing or new transportstructures and mobility patterns be developed to assure complementary synergies between the centres Tangvall, Nodeland and Kvadraturen?

Character and identity: Which local character should be strengthen [and how] to sustain inhabitants' own place identity in Tangvall, Nodeland and Kvadraturen, while profiling the centres in a regional context?

Sustainability and climate: Which land use and what kind of landscape concept should be examined, developed or altered in order to ensure sustainable development [social, ecological and economical] of the three municipal centres, as to address climate challenges [SDGs]?

Interventions and placemaking: How can strategic interventions/projects in defined urban spaces and on defined building lots contribute to higher quality of places?

Smart and innovative: How can Tangvall, Nodeland and/ or Kvadraturen develop with use of smart technology and innovative solutions as to contribute to quality of life locally, sustainable business development, knowledge, and profiling the centres on regional and national levels?

New typo-morphologies: How can housing types, business and architecture address demographic trends locally and regionally? What would this mean for the real estate in new Kristiansand?

Impact on regional dynamics: What possibilities and risks for regional development and synergies can follow the merging of the municipalities - urban structure, business, culture, mobility, and so on - now and 50 years on?

Centre structure in new Kristiansand: How would the centre structure in new Kristiansand look like, with which qualities, attractivities and consequences for the daily life and [transport] flows of its inhabitants - also for less mobile inhabitants, children, youth and elderly?

TANGVALL CENTRE IN SOGNE

Sogne is today a small coastal municipality in the southern part of Norway, west of Kristiansand. With over 1200 islands and islets, and beautiful nature, the municipality is known as a good place to spend summer holidays. By 2018 Sogne had a population of about 11.300 inhabitants. Sogne has attractive living areas, while many of the inhabitants work outside from the municipality. About 40 % of the working population commute to Kristiansand on a daily basis. Most of the traveling between work and home are by car. There is a common goal in the region to get more trips from car over to bus, bike or walking. The Norwegian government defines a national ambition and goal, which specifies that all growth in private transportation towards 2030 should be taken by walking, biking and public transportation [train and bus]. It is known as the 'zero-growth goal' in private car transportation [in Norwegian: nullvekstmalet].

Tangvall is the administrative centre of Sogne municipality. The centre is located along the European route E39, the highway between Oslo and Stavanger, and next to the river Sogneelva. South from Tangvall lays productive agricultural land, and in the north are forest areas used for outdoor recreation. The agricultural lands are considered as absolute boundaries for further developing of the city centre of Tangvall.

While Sogne has a long history, Tangvall has a relatively short history as administrative centre. The first urban functions came in 1968. Tangvall was introduced as administrative centre in 1974. Today Tangvall contains the city hall, a secondary school, housing, sports arenas, shops, nursing homes and other service functions.

Tangvall as a place has developed at a crossroad and in an agricultural area. The centre is therefore designed to fit car use and is recognisable by large parking areas, several round-about and roads. Large parts of Tangvall are now under planning and we have a great opportunity to transform and better the qualities of the place. A new junior college near to the inner city and bus terminal, together with upgrading

of the common public areas, new apartment buildings with public functions on the ground floor and underground parking, are some of the currently ongoing projects. Our goal is to connect Tangvall better to the surrounding nature qualities and to make it to a better place to live and visit.

NODELAND CENTRE IN SONG DALEN

Songdalen is 217 km². The municipality does not have any coastline, but a variety of natures - forests, lakes, farmlands and, of course, the river Songdalselva. The river runs down to Sogne and becomes Sogneelva. Today Songdalen counts about 6.700 inhabitants. About 5.500 of them live in the southern part and about 1.000 live in the northern part. The municipality was established in 1964 with about 2.950 inhabitants. Kristiansand had then about 50.200 inhabitants. Since 1964, Songdalen has had a larger percentage of population growth than Kristiansand. Most inhabitants are concentrated in single housing around the villages of Nodeland, Nodelandsheia, Brennasen, Rosseland, Volleberg and Kilen. The last 10 years many new flats have been built, although still 85% of the population live in single houses. People live and work in Songdalen. Many work in other municipalities, especially Kristiansand and Sogne, but Songdalen has as well many workplaces. The industrial area Mjavann has about 1.500 actives working in various companies. While many people leave Songdalen in the mornings, many also commute from other municipalities to workplaces in Songdalen.

The municipality has as well some living challenges. The level of education is lower than the average in the region of Kristiansand, a high share of immigrants [refugees and asylum seekers], higher drop-out rate in high school than the average in the region, and a higher share of children living in families with lower income than the average share in the county and country.

Songdalselva challenges spatial planning in Nodeland, as weather and climate become wetter and wilder. The river is also a protected watercourse, an untouched meandering river- like the Nile I

A new spatial plan for the municipal centre is under elaboration. The strength of Nodeland are the railway, short distance to Kristiansand and the surrounding nature, especially the river. One of the main goals are to contribute to make it attractive for inhabitants to spend more time here. The centre should be characterised with living conditions of high quality, and a place where it is possible to make sensible transportation choices. The railway Sørlandsbanen goes through Nodeland, and in a way, created Nodeland. The railway is a central part of our identity and pride, a big asset for the town. In new Kristiansand Nodeland will be the only town where trains are stopping, and about 8 minutes from Kristiansand station. This will contribute to achieve the national goal of private transportation until 2030 to be taken by public transportation (train and bus).

Songdalen as organization has been working hard and constructively in years as to address living challenges both at political level and in the municipal administration. The municipality has received prizes and positive attention for reducing part-time positions, strong focus on public health, schools and more. The development of Songdalen in many ways has been a successful brand. To keep on the good work and positive development is important when integrating the new municipality from 2020. The development of a polycentric centre structure is therefore important for Songdalen.

PRESENTING KVADRATUREN IN KRISTIANSAND

Kristiansand is the administrative, business and cultural capital of Southern Norway with Kvadraturen at its heart. The city was established in 1641. In the 20th century the city expanded beyond the the surface of Kvadraturen to neighbourhoods on Lund and Grim. The development of the railway Sørlandsbanen and the harbour activities were important for the city. Today Kristiansand is connected to

Oslo and Stavanger by train, to Denmark by ferry and to Europe by plane.

Kristiansand has currently a population of 92.000. Immigrants are about 14,3% of the population coming from Poland, Denmark, Vietnam, Somalia, Irak, Syria, Afghanistan – up to 152 different nations. Much of the employment in Kristiansand region is in sectors such as building and construction, industry, accommodation and catering, commerce and personal services. More than 4,000 people are employed in the process industry and material production, and more than 8,000 work in the offshore sector. The University is located just a few kilometres from Kvadraturen, and has up to 9000 students. Together with the campus in Grimstad it comprehends 1200 employees. Another important knowledge and innovation hub is the regional hospital Sørlandet sykehus, located just 2 kilometres from Kvadraturen. The hospital will be developed in the coming years to an urban health cluster with related institutions and businesses, both private and public. The geographical proximity to the European continent, nature and the wide range of cultural activities is making the region an attractive place to live.

Challenges relate to global megatrends such as climate change, demographic change, globalisation, urbanisation and digitisation. Main challenges will lie in major changes in demography as regards proportion of elderly people and disease, challenges for living conditions and changes in business structure and climate. Kristiansand has also living condition challenges related to immigration, young social assistance recipients, children in low-income families as well as lower education levels in the population. Kristiansand must have stronger growth in employment and value creation in order to keep up with the development in other metropolitan areas. Innovation through entrepreneurship is crucial for

the region's adaptability. When planning for our sustainable future, the city needs to address the global megatrends, together with local opportunities and challenges. Four focus areas are identified in the strategic main municipal plan: co-creation as a driving force, expertise for value creation, participation and belonging, urban growth with quality.

Kristiansand has the vision to be A creative city with ambitions, described in the strategic main municipal plan. The development of the urban city, compact and infill projects in Kvadraturen have gained focus in the latest years. Kilden is the second largest cultural centre in Norway. Complete transformation of several urban quarters and historical building in the city centre, and soon the new part of the city on Odderøya, Kanalbyen with the old silo transformed into

a contemporary art museum, are some of many projects. There is also a high focus on city life, creating and improving urban places within Kvadraturen. The latest endorsed plan for removing car parking from the streets and prioritise street area for pedestrian, bikes, bus lanes, city life and retail, was an important process. The city received in 2018 the government's prize for most attractive city in Norway, for all the hard work in developing Kvadraturen to a sustainable and qualitative place to be and live. There is a clear political awareness that urban development does not happens by itself, but is a cooperation between public sector, developers, businesses, industries and the citizens – the City is an agent for change. Planning for the future should be based on a dynamic planning system that provides room for strategic innovation and plans that give ownership and predictability.





Dmitry Boyko
Land Use Planner



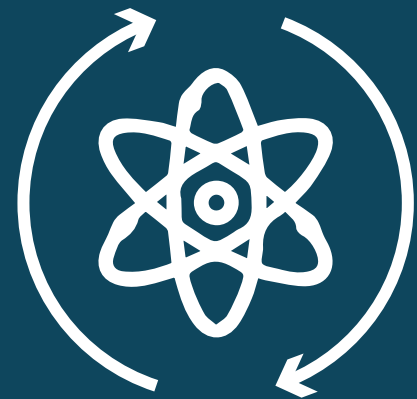
Gamuchirai Mutezo
Urban & Energy
Planner



Anne Welch
Regional and Rural
Planner



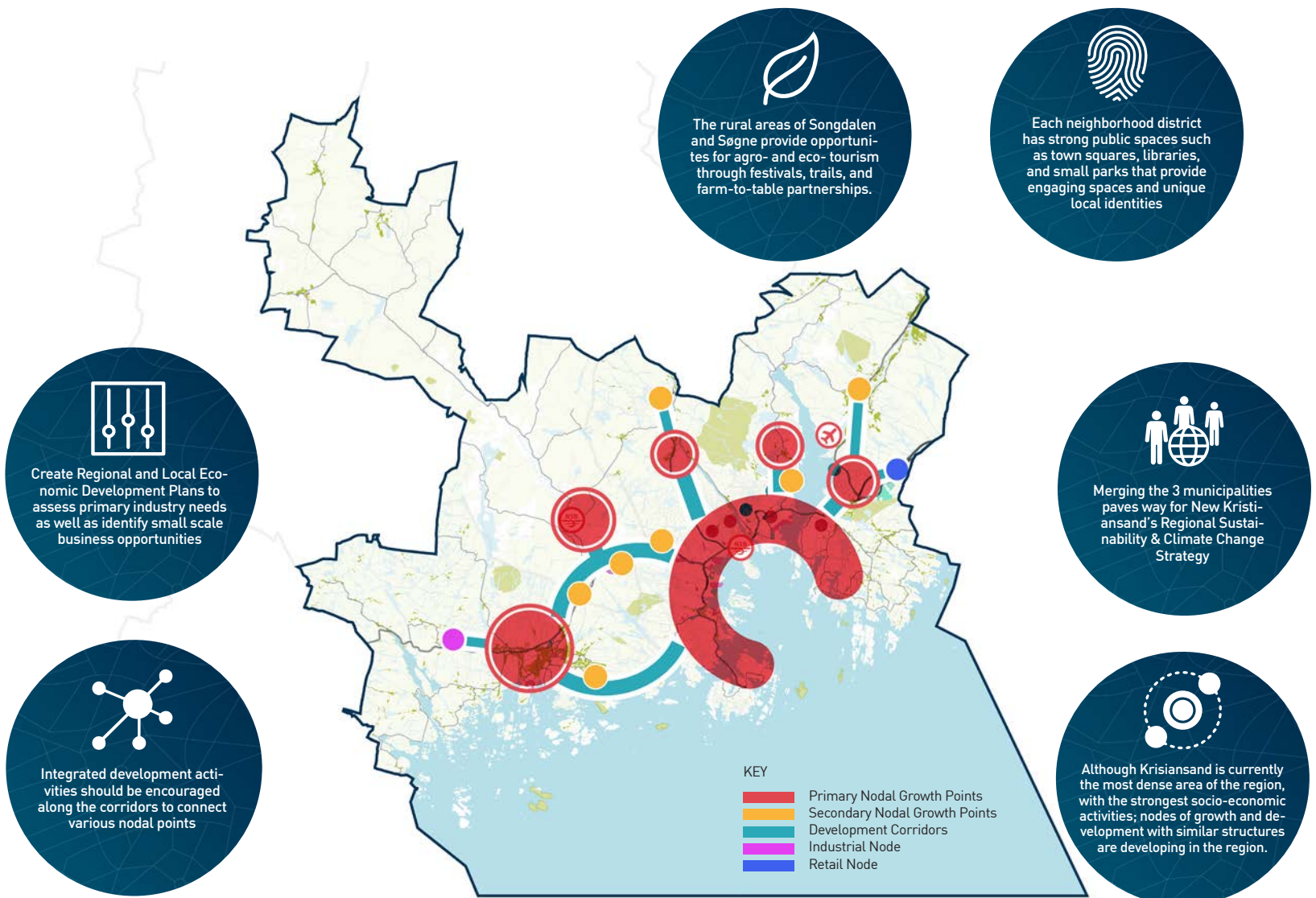
Yigong Zhang (Eco)
Urban Designer



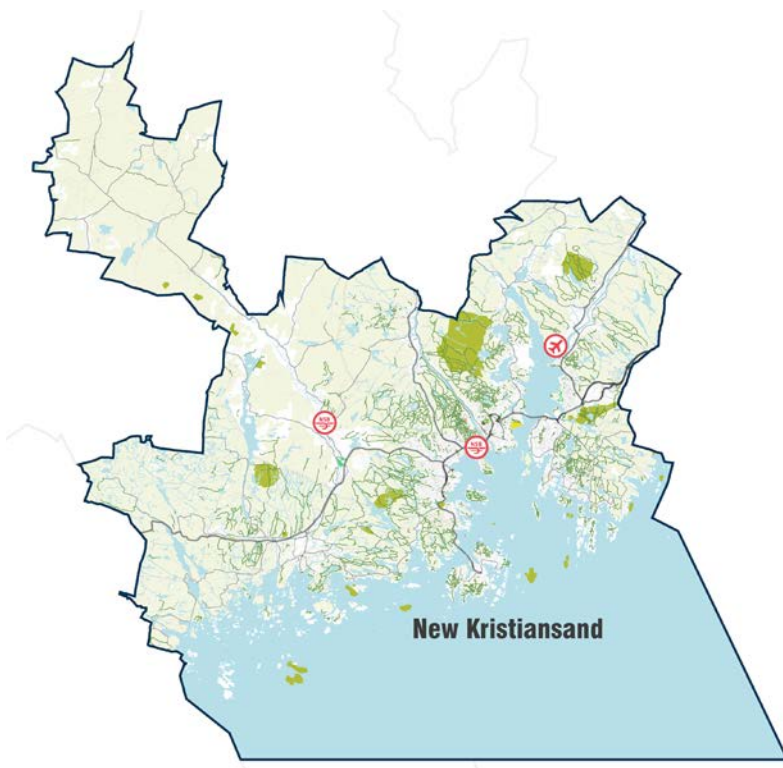
SUSTAINABILITY

COOLPRINT- NEW KRISTIANSAND

Working towards a sustainable New Kristiansand:
Environmentally, Socially and Economically



ENVIRONMENTAL



We have identified key actions that New Kristiansand could benefit from, including: expanding regional bikeways, building bioswales and stormwater retention parks for flood management, adopting a Regional Climate Adaptation and Mitigation Plan, identifying eco-tourism and retreat potential in smaller localities and considering implementing a high frequency bus system.

Flooding is an existing threat that New Kristiansand must work to mitigate, especially as development increased with densification, creating additional stormwater and drainage issues. These problems will only be increased with the effects of climate change. One solution is through multi-purpose infrastructure.

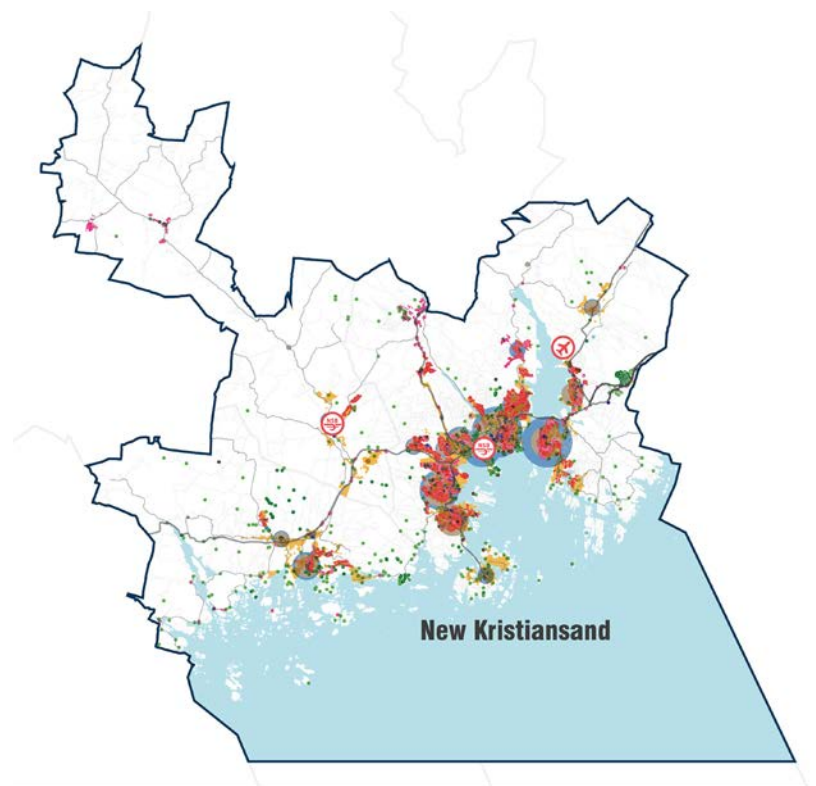
The Historic Fourth Ward Park, in Atlanta, GA is a 17-acre park and greenspace that is host to a 2-acre storm water retention basin, open lawns and passive greenspace, a playground, a splashpad, an outdoor theater. Prior to the construction of this park this area was an abandoned lot, strewn with trash and cracked asphalt; an urban form that only exacerbated the storm water runoff and flooding issues that plagued the surrounding residential neighborhoods. The 2-acre lake serves as a storm water detention basin, which increases sewer capacity, reduces the burdens on an aging infrastructure, and minimizes downstream flooding and property damage. Its construction has also allowed for dense mixed-use developments to be constructed in the park's surrounding areas.

SOCIAL

We think New Kristiansand could benefit from creating a regional identity and strengthen the existing local identity by involving the various communities. Also, the new city could attract skilled labour from beyond Norway to complement growth. The services of the Kristiansand Event Planner could be extended to regional level. One other possibility would be to form Neighborhood Advisory or planning units to co-create future development plans.

Agro-tourism and eco-tourism can provide important social connections between the urban areas and the many rural farm areas of New Kristiansand. These industries help create a sense of regional identity that includes all aspects of the region, and can also be a boom for tourism. Farm-to-

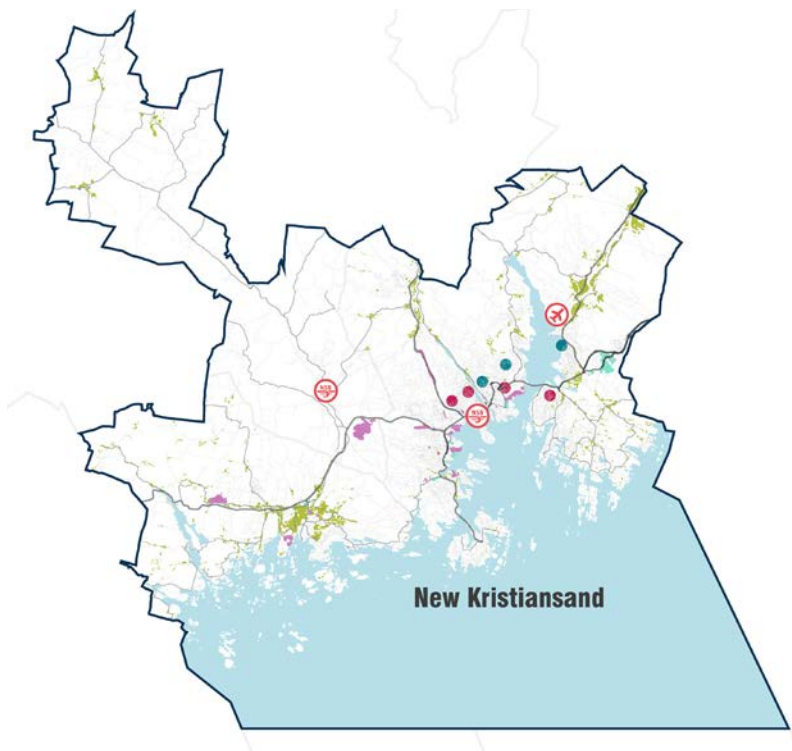
Table cultural trails can be developed based off of festivals and agro-tourism events. One such example is the Knysna Oyster Festival in Western Cape, South Africa. This hugely popular event celebrates good life and sport over a 10 day period, and includes events such as a Forest Marathon, the Argus Rotary Cycle Tour, and a Drift Drive Challenge. Wade bales Wine Festival and a Whiskey bowls Tournament showcase local distilleries; and the main event a regional train of 30 hotspots serving fresh local oysters, served cooked or on the shell. This even showcases local farmers, distilleries, and fishermen, and gives the area a sense of identity.



ECONOMIC

New Kristiansand need to develop a Regional Economic Development plan, identify incentives for small business development in smaller municipalities. Establish enterprise development hubs and create Workforce Development Programs and Satellite Campuses in Songdalen and Søgne

Co-working spaces and start-up hubs provide opportunities and assistance for aspiring and current entrepreneurs to co-create, network, and access assistance and resources in one facility. New Kristiansand should consider supporting these types of innovation hubs in its neighborhood centers, particularly in Tangvall and Nodeland. These centers could help spur local economies and could attract younger generations or new citizens to these areas, where densification provides opportunities for innovation and growth. Examples of these spaces can be found worldwide such as Station F in Paris France and GEN Africa-22 on SLOANE in Johannesburg, South Africa.





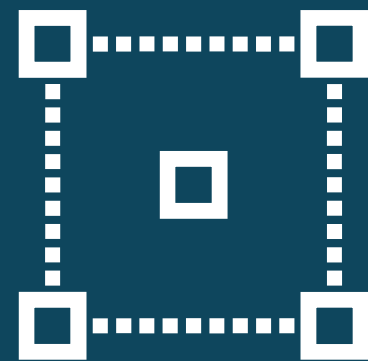
Opeyemi Aladekoyi
Urban Planner



André Kraemer Goes
Urban Planner



Wenjing Luo (Helen)
Urban Designer



REGIONAL DYNAMICS

REGIONAL DYNAMICS

Key Question

When working on the topic of Regional Dynamics, our main approach was to rephrase our question: how can we make the New Kristiansand become greater than the sum of the three municipalities?

Observations

In the struggle for answering this ridiculous-looking math problem, we have reached one consensus: that Kristiansand can be characterized as a gateway from Southern Norway to the European “continent”, a leader in innovation and an attractive place for the Nordic youth to work and thrive.

Songdalen, on its place, suffers from being physically close, but mentally distant from the other two cities to be merged, as the roads to it do not offer any attractivity. It has an underused train station and a series of ecological limitations – that can be transformed in potential!

Søgne, with its long history connected to the boat and fishing industry, has great potential for upgrading its tourism infrastructure and grow as a destination for the Norwegian summer.

Vision

Based on these observations, we used a metaphor to visualize New Kristiansand: the one of a ‘hanging vine’. To achieve sustainable growth, distributed in a manner that is fair for the three localities, the New Kristiansand must grow as a whole, but also each locality must thrive on their own. The reason we would like to use this plant as visions is not just because the pattern matches with the regional spatial structures due to its characteristic natural barriers, but also because it brings in it the meaning of sustainable growth. By looking beyond time and regions, New Kristiansand can be seen evergreen as a powering motor for the whole of Alder County, a sparkling centre for industrial innovation in Norway and a rising and attractive star in the Nordic Region.



Strategies

With the principles of following up flows, cooling down forms, metaphors were used to visualize the strategies. First, make more veins to deliver the flows – referring to mobility and connectivity. Second, make more nutrition to increase the flows – by developing each cities' potential. Third, make more nodes to retain the flows – through providing adequate urban infrastructure so that all three areas can thrive on their own.



Make More Veins, Deliver the Flows MOBILITIES

We propose to increase intangible connectivity among the three municipalities by organizing Water Theme Festivals in the venues that will rotated between river, sea and lake venues, linking the common – and current-ly unperceived element of connection between these three municipalities: the water.

We propose more digitalization, so that a cyber network can be established in New Kristiansand. Sensor systems can be used to locate and understand people's flows, allowing the establishment of flexible transit systems that adapt to the corresponding flows. This means that you will not have to stand in the rain while waiting for buses or train!

As for tangible connectivity, bike lanes can be better designed to stimulate green flows and make them more frequent. Bike festivals can also be organized. For making the mental distances between the three locations shorter, we also suggest that the road landscape among can be rethought through attractive redesign, in order to create more tempting and seductive trips to commuters – especially those passively sitting in a bus.



More veins for increased green mobility

REGIONAL DYNAMICS



Make More Nutrition, Increase the Flows

REGIONAL ROLES

Considering Kristiansand is well-established as a leader in innovation, it can be proposed to take up higher levels of the innovation value chain and develop as a glowing innovation zone in the regions, so as to increase more talent flows from the Nordic Regions. Being a lighthouse for New Kristiansand, the region of the actual Kristiansand is already its YELLOW innovation zone.

As for Songdalen, we take the reference of Japan's Green Valley: a region of only about 6000 habitants, which turned itself into a haven for innovators, attracted by its natural landscape and its traditional agriculture. Furthermore, agriculture could be made a tourist attraction, forming a GREEN innovation zone for the region.

With a long history in fishing and boating, Søgne's economy can be better nourished by increasing and upgrading its marine industries. This could be done through the development of BLUE innovation zone, connecting university, business incubators and the industrial sector, as well as becoming more involved in the already existing EYDE cluster.



Make More Nodes, Retain the Flows

URBAN STRUCTURES

As for Kristiansand, big events and festivals have been proposed to hold in the currently inaccessible seashore, increasing the attractivity to people from all over the Nordic Countries. We also believe that the outdoor comfort of the Cultural Square in Kristiansand could be improved, with the introduction of flexible stoas (ref.: Sidewalk Labs' proposal for Toronto, Canada). These could promote year-round use, making open areas better adapted to the Norwegian climate.

The nodes of Songdalen can be enhanced by improving its strategic position as a portal. The underused train station in the train line between Oslo and Stavanger can make it a regional gateway, increasing the railway flows from all parts of Norway.

To make full use of the potential of Søgne, we propose that its connections with the water and the seashore could be better integrated into the city – consequently expanding the existing cabins infrastructure and its potential for being Norway's number 1 Summer destination.

HANGING VINE

Growing as a whole - thriving on their own

FLOW! GROW! GLOW! – that is the secret how to make New Kristiansand greater than the simple sum of the three municipalities!





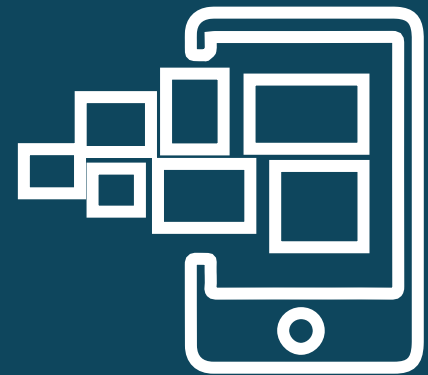
Serin Geambazu
Urban Manager



Silvia Tomasi
Energy Planner



Yuxiao Xu (Harry)
Urban Planner



MOBILITY

SUSTAINABLE MOBILITY IN THE NEW KRISTIANSAND

INTRODUCTION

The future New Kristiansand municipality is located in the Vest-Agder region, which is also one of the most virtuous among the Norwegian regions in terms of both electricity production and consumption: in fact, the 97% of electricity in region is produced from renewable energy sources, namely hydropower, and it is the third among all Norwegian regions with the lowest per capita electricity consumption. For what concerns regional and energy planning, Norway has among the objectives of its National Transport Plan the growth of passenger transport in urban areas, which should be taken by public transport, bicycle and corridors. Accordingly to this national goal, also the 3 municipalities of Kristiansand, Songdalen and Søgne included this objective in their Municipal Plans. In fact, Songdalen in its masterplan highlights the goal of reducing CO2 emissions by facilitating efficient transport solutions. Søgne, also aims to reduce emissions by fostering green transport, and finally Kristiansand has the objective of reducing by 80% until 2050. Hence, the three municipalities have ambitious goals, but the current situation is that less than 10% of local population takes public transport, while more than the half of them uses private cars for moving around.

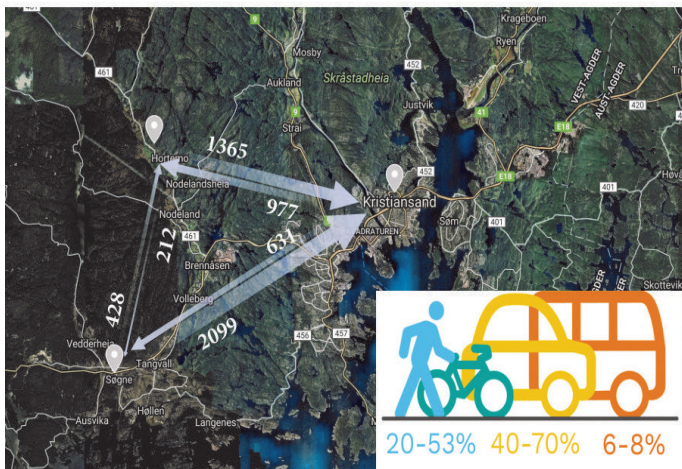
An assessment of the data of daily commuters among the three municipalities shows very strong flows to Kristiansand, but also commuting from Kristiansand to the other two centers and among Songdalen and Søgne.

We assume that the half of these persons commute by private car, and less than 10% by public mobility service. Currently, the mobility infrastructure that connects the three municipalities among them and to the outside of the region is broad: highway, railway, bus lines and an airport. However, these infrastructures are insufficient in terms of effectiveness and efficiency.

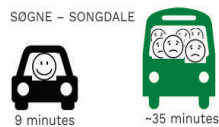
Some evidence about the challenges that residents face today in travelling among the three municipalities has emerged during the field work. Challenges were noticed about the connection between Kristiansand and Søgne: just 1 or 2 buses per hour and by car it takes almost half the time. In Songdalen there is not sufficient shelter on the platform to wait for the train, which could discourage

SUSTAINABLE MOBILITY IN THE NEW KRISTIANSAND

DAILY COMMUTING FLOWS



CURRENT CHALLENGES



commuters to take the train above all in winter when temperatures are severe. Moreover, there are very few journeys during the day to and from Kristiansand – 8, even if they are very efficient: it takes up to 11 minutes to travel from one center to the other. Finally, to travel from Søgne to Songdalen by public transport you need to change bus, and it takes more than half an hour, while by car less than 10 minutes. No wonder people do not take public transport!

PROPOSAL

Once detected the mobility challenges that need to be addressed by the creation of the New Kristiansand municipality our team developed some proposals, tackling the research question: How can transport structures and mobility patterns be renewed through innovative and sustainable solutions?

1. New Kristiansand connected: Within connection among the three municipalities is currently by highway, railway, and bikeway. Connections both with trains and buses are lacking and people prefer to move with private car, which leads to traffic congestion in peak hours.

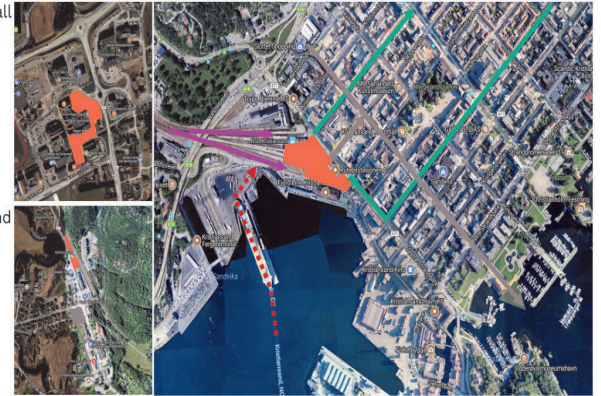


1 NEW KRISTIANSAND CONNECTED

CONNECTED WITHIN AND BEYOND

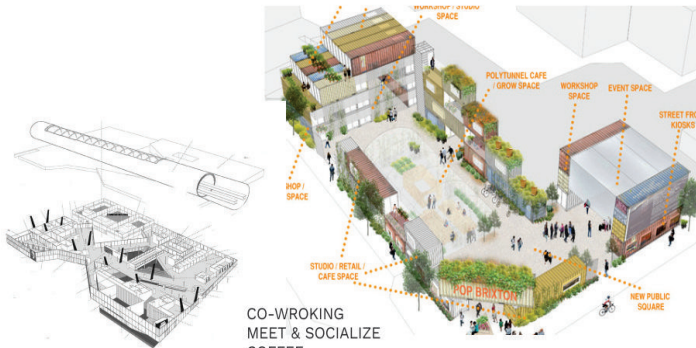
Hub - Tangvall

Hub - Nodeland



Hub - Kvadraturen

2 SOCIAL TRANSPORT HUBS



CO-WORKING
MEET & SOCIALIZE
COFFEE
MARKET
WARM STATION

YOU FIND THE USE!
WE MAKE THE SPACE!

2 SOCIAL TRANSPORT HUBS



3 LAST-MILE MOBILITY



4 SMART MOBILITY APP

SMART PEOPLE, SMART CLIMATE

Make mobility
COOL together!



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SUSTAINABLE MOBILITY IN THE NEW KRISTIANSAND

Smart people, smart climate

Connection with outside the region is now possible through the local airport of Kristiansand, Kjevik with daily flights to other Norwegian and European cities and trains to Oslo and Stavanger. Although, the airport lacks connection to city center by public transport. Therefore, we suggest enhancing the connection by increasing the frequency of trains and electric buses and planning a Bus Rapid Transit connecting the city centers with its designate line for peak hours. Connected, within and beyond!

2. Social Transport Hubs: We propose to create next to the local bus and train stations a place where either daily commuters can wait for public transport in a comfortable environment, or local residents can gather together to relax in front of a cup of coffee or tea, or it could even be a space for co-working. We challenge the potential users of such social transport hubs to think about their needs and how the social hub could improve their living place. We identified three spots for the hubs, based on each site's characteristics. You find the use, we make space!

3. Last-Mile Mobility: In order to encourage the use of public transport in the new municipality we suggest creating an electric bike-sharing service, for residents to easily ride from their homes to bus and train stations and from the station to their final destination, and also for tourists to ride to the countryside or the seaside. Electric bikes make mobility accessible also for the elderly. One card allows users to access the e-bikes easily in the three centers. Sharing is caring/biking!

4. Smart Mobility App: Finally, we propose a Smart Mobility App that allows users to plan their trips by foot, bike, bus, train, flight, and to buy the tickets when needed. The app also shows meetings and cultural events taking place in the social transport hubs. Moreover, the app offers a contest for users: by using the public transport the user avoids emissions, and therefore earns credits to be used in the Social Transport Hubs, like to buy coffee, public transport or flight tickets!



Karolina Czyzewska
Architect



Dicle Kızıldere
Architect



Olga Maksimova
Architect and Urbanist



Bipul Nayak
Urban Planner



IDENTITY

UNIQUE CENTERS FOR MUNICIPALITY OF NEW KRISTIANSAND

The development of the New Kristiansand as a polycentric model proposes identification of the main characteristics and usage of each center and its transformation trajectories. By creating and improvement of different functions and usage for the each center, It is aimed to strengthened the

consciousness common identity and usage of urban space. During the analytic stage, there were defined the main unique characteristics for each municipality that represent the strengths of each center.



IDENTITY

Team of Young Planning Professionals

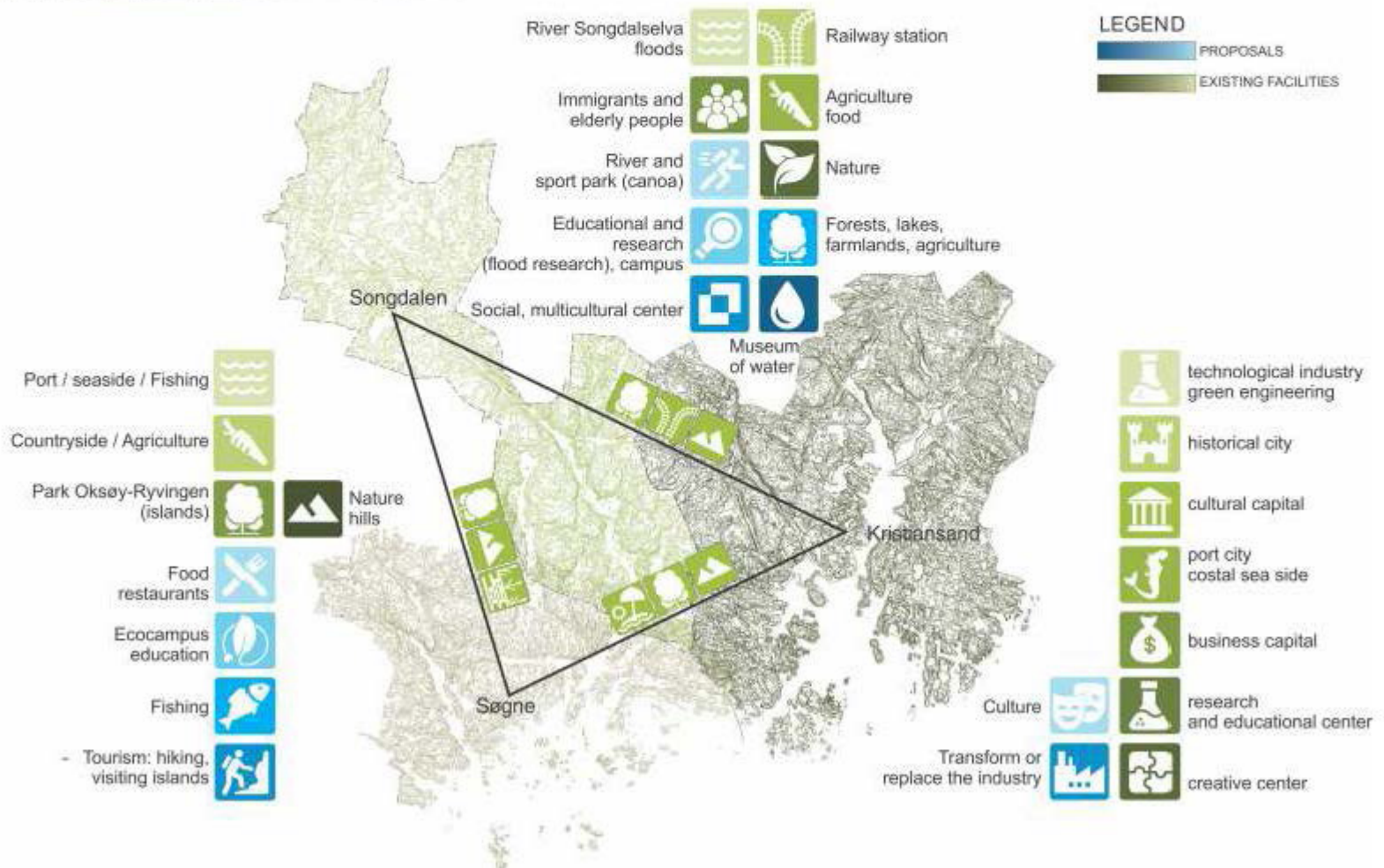
Working in 4-person team: Karolina Czyzewska (Poland), Olga Maximowa (Russia), Dilce Kizildere (Turkey), Bipul Nayak (India) the New Kristiansand as a polycentric model has been developed. Work professionals proposed identification of the main characteristics of each center and its evolution. The differences of each other supposed to represent the strengths for common future.





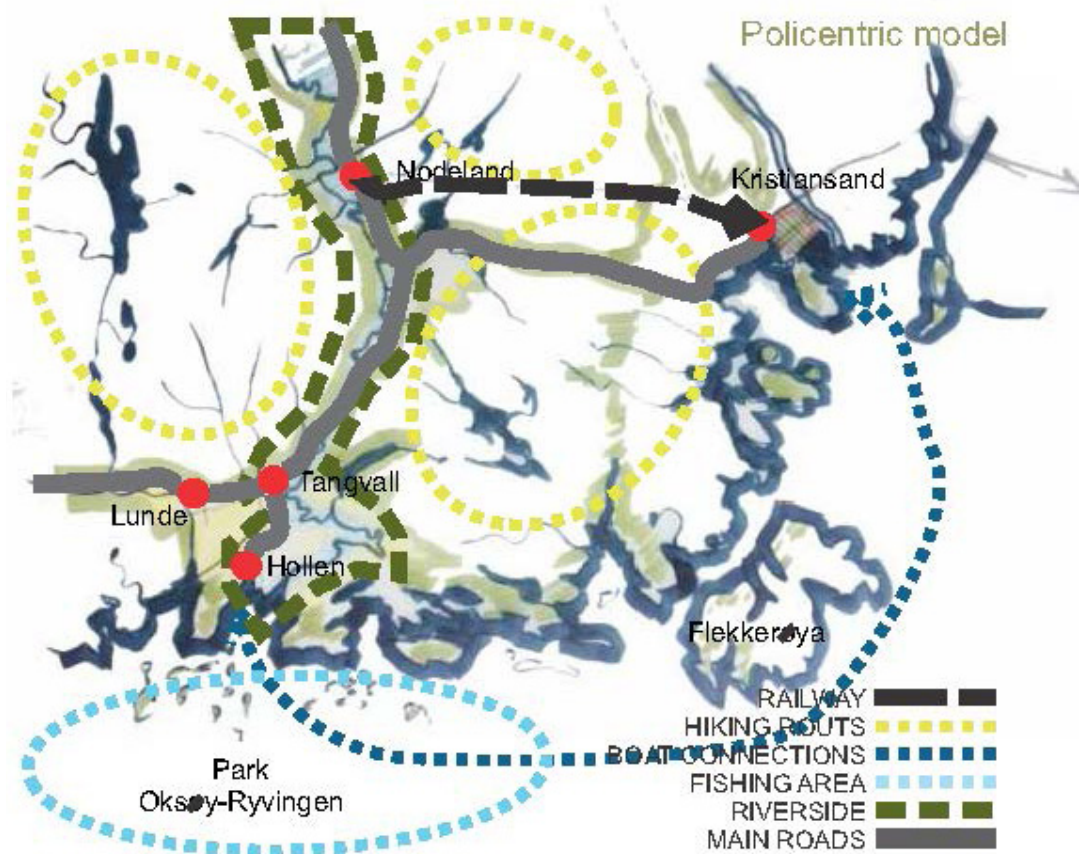
During the analytic stage, there were defined the main unique characteristics for each municipality that represent the strengths of each center. On this basis, the common identical elements of each municipalities were defines as follows:

- 1) For municipalities Songdalen and Søgne:
River valley of Songdalselva; Green hills and forests;
- 2) For municipalities Søgne and Kristiansand:
Seaside; Green hills and forest;
- 3) For municipalities Songdalen and Kristiansand:
Railway; Green hills and forests.



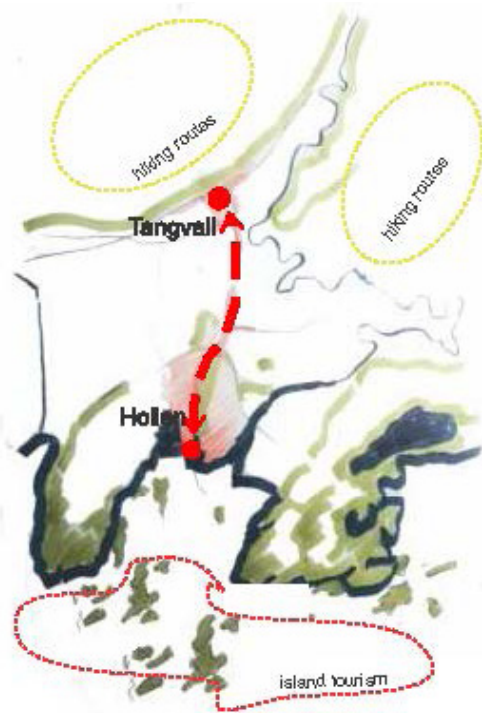


For the development of the polycentric model the main strategic ideas were proposed like so: the enhancement of the urban landscape; the improvement of the tourism at the landscape park between Oksøy-Ryvingen and Høllen; to increase the usage of the seaside by creating the new seaside connection between Kristiansand and Høllen by boat itinerary; to improve the urban landscape of river valley of Songdalselva by creating the sport river park; to improve the urban landscape of natural hills and forests by creating new attractive hiking routes; to improve the railway connection between Kristiansand and Songdalen and the mobility of all of 3 municipalities.



Tourism

High density of hiking routes in the municipality makes it perfect for the nature tourism attracting local as well as foreign tourist in the region.



Gastronomy Food industry

The long coastal line along the region can help satisfy the craving for local sea food



Søgne municipality. Main characteristics:

- Port, country side
 - Natural resources: agriculture, fishing
 - Landscape park Oksøy-Ryvingen (islands)
 - Natural environment: Seaside, hills, forests, hiking areas.
- Proposal – 3 ideas for Søgne:

1) Tourism: to improve the touristic axes between Tangvall and Høllen by improving the density of hiking routes in the municipality thence local as well as foreign tourist in the region.

2) Gastronomic- food industry: To improve the gastronomic axes between Tangvall and Høllen. The long coastal line along the region can help satisfy the craving for local sea food.

3) Eco-Campus: to improve the city center by enriching with educational function . New activities for Tangvall and Høllen can be strictly connected to educational function such as eco-campus, fishing activities and food education.

Eco-Campus educational function

New activities for Tangvall and Høllen can be strictly connected to educational function, for example eco-campus, fishing activities and food education

