

## "Avenues - Horizon 2030"

### « Allées - Horizon 2030 »

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Why is the round table entitled "Tree Avenues - Horizon 2030"? Because, according to transport specialists, 2030 is when self-driving vehicles could replace conventional vehicles. And that will make it easier to reach "Tree Avenues - Horizon 2030", with more tree avenues, and tree avenues in better condition .

For the moment, we are too often hindered by managers who don't take account of new road-safety data and don't want trees planted close to their roads. But things are starting to change: the Seine-et-Marne county council has publicly—through the press—decried the idea that trees alongside roads are dangerous. The Haute-Garonne council has no problem with replanting in the original positions to ensure that its 1000 km of tree avenues will last. In any case, self-driving vehicles will quite simply make the question a non-issue.

For this "Tree Avenues - Horizon 2030" initiative, we retain an important keyword: **link**.

- by their very nature, tree avenues constitute a physical link between two points.
- tree avenues create temporal links: memorial avenues take us back to 1914–18; tree-lined streets and roads take us back to the "French-style" garden of the 17th century.
- tree avenues form symbolic links, e.g. between the theatre of war and the domestic site of commemoration, or the symbolic link between two points on each side of a border. Avenues are perfect carriers of the values of cohesion and peace.
- these symbolic links are embodied: these are human links that are created between the German BUND and the Polish FER, between the administration of German roads and the Polish administration, between David Lawry of TREENET and Bernard Delattre, the mayor of Pozières, etc.

On one hand there is the physical link between two places, a link that traces a route, that anyone can follow - animals too; and on the other there are links that effortlessly transcend geographical separation.

"Horizon 2030" we are aiming at is an horizon with more avenues, and qualitative avenues, i.e. more physical links, more symbolic links, more human links.

Eventually, it is about keeping the human history of memorial avenues alive in our communities or taking inspiration from them to come up with different but complementary ways of uniting people and keeping peace alive:

- planting avenues—in the way that has been presented here—for the victims of modern wars?
- for other victims?
- with hindsight, for the victims of the past, as was done in some French towns for the centenary of 1914?
- planting with trees for different nationalities in the same avenue, as has been done at some multi-national military cemeteries, or by putting soldiers of several nationalities side by side, as at the Sierck-Perl Peace Chapel where French and German soldiers appear in the same alphabetical list?
- multiplying the planting of cross-border avenues, like the cross-border peace parks created in the 1930s?
- twinning tree avenues around the world, like the Seattle-Tashkent Peace Park, a globally twinned site from the late 1980s ?
- establishing a European cultural route of the Council of Europe, or even a world tree-avenue cultural route? In other words, a network—not necessarily continuous—with physical anchors—specific avenues, places of meaning—and committed participants; a network creating unity in historically and scientifically based diversity; a network inviting us to get to know our neighbours via cultural tourism?

To achieve this "Horizon 2030", two more keywords are important: **knowledge** and **events**.

- we need to know where we can find our avenues, we need to be able to recognize them to be able to acknowledge their value, to prevent their disappearance, or to replant them.

- we need to know the characteristics of tree avenues in general and of each avenue in particular to reconcile the technical imperatives of trees and roads with their historical / cultural interest, their environmental interest, and their social interest (as is required in France under the terms of article L350-3 of the *Code de l'environnement*).
- **we need precise know-how** in terms of management to counter the disappearance of trees.

Breaking down divisions, **sharing knowledge** between different kinds of stakeholders—the man in the street, elected officials, and professionals—and between different kinds of professionals—experts in arboriculture, biologists, landscapers, developers, road managers etc—, and building together is crucial for quality projects and to avoid conflicts.

Ultimately, **events** are absolutely necessary to fight against attrition of memory, due to things being forgotten or becoming banal, and to keep heritage alive and visible in the community



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Chantal Pradines, ingénieur de l'École Centrale de Paris, est déléguée générale de l'association ALLEES-AVENUES / allées d'avenir/. Expert auprès du Conseil de l'Europe, elle est l'auteur du rapport "Infrastructures routières : les allées d'arbres dans le paysage". Elle est intervenue comme conseillère scientifique du projet « La mémoire du paysage - Le rapatriement des Chênes de Vimy » pour le Parc du Centenaire du mémorial canadien. Elle intervient régulièrement dans des conférences en France et à l'étranger sur la thématique des allées d'arbres et a à son actif une cinquantaine d'articles sur le sujet dans des revues ou ouvrages français ou étrangers. Elle préside le jury du "Prix des allées" de Sites & Monuments et elle a œuvré à faire évoluer la législation française en matière de protection des allées.

Chantal Pradines, graduate engineer of the École Centrale, Paris, is the Managing Director of the association ALLÉES-AVENUES / avenues of the future /. She is an Expert appointed to the Council of Europe, and she authored the report "Road infrastructures: tree avenues in the landscape". Chantal was involved as scientific advisor on the "Landscape memory – Repatriation of the Vimy Oaks" project for the Canadian Centennial Park memorial. She participates regularly in conferences on tree avenues, in France and abroad, and has written around fifty articles on the subject in French and other books and magazines. Chantal chairs the jury of the "Tree Avenue Prize" of Sites & Monuments, and she has been behind changes to French legislation on protection of tree avenues.