

COLLOQUE ORGANISÉ PAR ALLÉES-AVENUES / allées d'avenir / ET SOUTENU PAR SYMPOSIUM ORGANIZED BY ALLÉES-AVENUES / allées d'avenir / AND SPONSORED BY





ABCDE : AGIR EN BANQUE COOPÉRATIVE DURABLE ET ENGAGÉE

LA BANQUE POPULAIRE INSCRIT SON PATRIMOINE HISTORIQUE DANS L'ÉCONOMIE DU 21^{ème} SIÈCLE.

Au cœur du Quartier Impérial de la Ville de Metz prochainement classé au Patrimoine de l'UNESCO, la Banque Populaire réhabilite son siège social composé de 9 bâtiments datant de 1907 à 1934 et offrant une surface totale de 25.000 m2.

Sensible aux enjeux sociaux, environnementaux et sociétaux, la banque restaure cet ensemble architectural de manière exemplaire, mariage d'un patrimoine historique et de l'économie du 21ème siècle :

- **Certification NF HQE** « Haute Qualité Environnementale » niveau « exceptionnel » en phase conception et programmation pour son éco-construction, son éco-gestion, le confort et la santé.
- Réduction par quatre de la consommation énergétique.
- Densification urbaine avec la création de 4.000 m2 de surface utile supplémentaires pour éviter l'étalement urbain.
- Solidarité territoriale avec une quarantaine d'entreprises régionales qui œuvrent sur le chantier ; huit années de partenariat avec les étudiants d'éco-construction de Cnam Grand Est ; création d'une crèche multi-accueil sous la forme d'un partenariat inédit public/privé.

ABCDE: ACCESSIBLE BANK COOPERATING DURABLY AND WITH ENGAGEMENT

BANQUE POPULAIRE PLACES HISTORIC HERITAGE IN 21ST-CENTURY ECONOMY.

In the heart of the Imperial Quarter of the city of Metz, soon to be listed as a UNESCO World Heritage site, Banque Populaire is rehabilitating the 25,000 m² of its headquarters, comprising nine buildings built between 1907 and 1934.

As an expression of its corporate social responsibility, the bank is restoring the architectural group in an exemplary manner to combine historic heritage and the economy of the 21st century:

- **NF HQE** "High Environmental Quality" certification, at the "exceptional" level, at the design and development phase for its eco-construction, comfort, and health aspects.
- Four-fold reduction in energy consumption.
- Urban densification with creation of an additional floor area of 4,000 m² to prevent urban expansion.
- Territorial solidarity with around forty local companies working on the project; eight years of partnership with eco-construction students at the CNAM Grand Est engineering school; creation of a crèche/day-care centre under an unprecedented public—private-partnership agreement.



NORD-EST

Colas Nord-Est est une entreprise de travaux publics, spécialisée dans la construction d'infrastructures de mobilité, rayonnant via un réseau d'une soixantaine d'établissements travaux. Implantée dans le quart Nord-Est de la France, des Hauts de France à la Bourgogne Franche-Comté, Colas Nord-Est produit également des matériaux naturels et recyclés, des liants et des enrobés, ainsi que du béton.

Rassemblant près de cinq mille collaborateurs sur ce territoire, Colas Nord-Est est convaincue de sa responsabilité environnementale, sociale et sociétale. C'est pourquoi elle mène depuis longtemps des actions en faveur de la biodiversité, afin de préserver la faune et la flore locale, qui façonnent la beauté et la richesse de notre cadre de vie, d'hier et de demain. C'est donc naturellement qu'elle s'est engagée dans ce partenariat et apporte son soutien à ALLÉES-AVENUES / allées d'avenir /, qui par son initiative à la croisée des chemins, réunit à la fois la route et le végétal.

Colas Nord-Est is a public-works contractor specialized in the construction of mobility infrastructures. It conducts its business in the north-eastern quarter of France where it has a network of around sixty subsidiaries. Colas Nord-Est also produces natural and recycled construction materials, binders, and asphalt, as well as concrete. The company has close to five thousand employees in the area where it works.

Ever respectful of its corporate social responsibilities, Colas Nord-Est has for many years acted in a manner that encourages biodiversity in order to preserve local flora and fauna that have shaped and, tomorrow, will continue to shape the beauty and the wealth of our daily lives.

It therefore goes without saying that the company is honoured to engage in this partnership and to support ALLÉES-AVENUES / allées d'avenir /, whose inspirational initiative stresses harmony between trees and roads.



VAL'HOR est reconnue par l'État depuis le 13 août 1998 comme l'Interprofession française de l'horticulture, de la fleuristerie et du paysage.

L'Interprofession VAL'HOR en chiffres :

53 000 entreprises représentées

3 collèges : production, commercialisation, paysage

10 fédérations professionnelles membres : horticulteurs, pépiniéristes, grossistes,

jardineries, fleuristes, entreprises du paysage et paysagistes concepteurs.

Les missions de VAL'HOR :

- Développer la consommation par le recours à des actions publicitaires et de promotion.
- Renouveler et renforcer l'offre par le soutien à l'innovation.
- Structurer les marchés par la mise en œuvre des signes de reconnaissance de la qualité, de l'origine, de l'éco-responsabilité et de la Responsabilité sociétale des entreprises.
- Assurer la valorisation des métiers et des savoir-faire des entreprises et de leurs collaborateurs(trices).
- Bien connaître et bien se connaître dans la filière.
- Bien se comprendre et renforcer le dialogue entre les familles, les métiers et les entreprises.

Plus d'information sur www.valhor.fr

VAL'HOR is the inter-branch organisation for ornamental horticulture in France. It is officially acknowledged since 1998 by the French Ministries of Agriculture and Trade as representing the entire sector.

VAL'HOR in figures

53,000 companies represented;

3 branches: production, trade and retail, landscape;

10 trade associations: growers, nurseries, seeds companies, garden centres, wholesalers, florists, agro-shops, landscape contractors and landscape architects.

VAL'HOR actions

- Market studies and surveys;
- Tools and labels (environmental labels...) for companies represented;
- Promotional campaigns;
- Advertising campaigns;
- Competitions;
- National and regional events;
- Innovations programs.

Further information at www.valhor.fr



NOREMAT, ENGAGÉE DANS L'ACCOMPAGNEMENT DES TERRITOIRES

UNE ENTREPRISE PATRIMONIALE ET INTERNATIONALE

Noremat est premier constructeur français pour la fourniture de solutions professionnelles dans le domaine de l'entretien des accotements routiers et des paysages (matériels de fauchage et d'élagage), et la valorisation de la biomasse (matériels pour le traitement des déchets verts).

Destinés à un usage professionnel par les collectivités ou leurs prestataires privés, les matériels équipent aujourd'hui plus de 5000 clients. (Conseils Départementaux, DIR, communautés de communes, ONF, VNF, entrepreneurs de travaux agricoles...)

En France, Noremat a développé son propre réseau de vente directe, sans aucun intermédiaire, avec 9 agences réparties sur tout le territoire. Chaque client peut faire appel à des techniciens et des commerciaux spécialistes, en région, proche de chez lui, ce qui garantit des interventions réactives.

Les matériels Noremat sont aussi exportés dans plus de 35 pays, via un réseau d'importateur.

Fondée en 1981 et aujourd'hui dirigée par Christophe BACHMANN, l'entreprise est restée indépendante et à capitaux familiaux.



UNE ENTREPRISE PASSIONNÉE

Depuis sa création, Noremat est aux côtés de ses clients et privilégie l'échange. De cette proximité, le constructeur en a fait sa force puisque bon nombre d'innovations ont vu le jour à partir de remarques des utilisateurs.

Avec son expertise du terrain, Noremat s'est peu à peu fait une place parmi les différents acteurs du territoire et poursuit son

« La stratégie de Noremat est d'accompagner les territoires dans leurs objectifs de gestion durable de l'environnement routier et du paysage, en France comme à l'international.

Les actions cohérentes qui en découlent doivent être portées par des process adaptés, des matériels innovants, intelligents et rentables. »



engagement pour une gestion efficace du patrimoine routier dans le respect de l'environnement et des hommes. Depuis 37 ans, l'entreprise d'efforce de conjuguer sécurité, rentabilité et beauté des territoires, avec la volonté d'offrir un paysage harmonieux et un cadre de vie privilégié aux habitants et aux visiteurs.

Profondément engagé, le constructeur accompagne ses clients dans leur démarche en faveur d'un entretien des accotements plus sûr, plus économique et éco-responsable. Chaque année, 5,5% du chiffre d'affaires est consacré à la R&D, sur des projets menés en interne ou en s'associant avec des partenaires. En effet, Noremat

travaille conjointement avec des spécialistes industriels et universitaires, comme l'ENSAIA (École Nationale supérieure d'Agronomie et des Industries Alimentaires), la Ferme expérimentale de la Bouzule, le laboratoire DEEP (Déchets Eaux Environnement Pollutions), l'INSA Lyon (Institut National des Sciences Appliquées) ...

Il y a 5 ans, Noremat a cofondé SPIGEst (Synergie Plantes Invasives Grand Est), une association à l'initiative d'expériences menées afin de tester et promouvoir des méthodes de lutte contre les plantes invasives.

La direction de Noremat s'engage aussi via différents mandats associatifs, patronaux, prudhommaux et s'implique dans des travaux de normalisation des matériels.

FAUCHER L'ACCOTEMENT D'UNE ROUTE BORDÉE D'ARBRES...



Au terme de plusieurs années de réflexion, Noremat a développé un véhicule spécialisé pour l'entretien des accotements routiers.

Cette machine peut s'équiper d'un grand nombre de matériels, dont un outil frontal coulissant sur un axe horizontal de gauche à droite.

À proximité d'une allée d'arbre, l'axe coulissant est idéal pour faucher l'accotement en toute sécurité, puisqu'il évite le déport du véhicule sur la route.

NOREMAT, A DEVOTED PARTNER FOR TERRITORIAL DEVELOPMENT

COMPANY ROOTED IN FRANCE, WITH INTERNATIONAL REACH

Noremat is France's leading manufacturer providing professional solutions in the fields of roadside and landscape maintenance (mowing and tree trimming plant) and biomass processing (equipment for treating green waste).

Its equipment intended for professional use by local authorities or their private-sector contractors is currently used by more than 5,000 customers (local authorities at all levels, roads departments, forestry departments, canal authorities, agricultural contractors, etc.)

In France, Noremat has developed its own direct sales network, cutting out the middle man. It has agencies throughout the country. Every customer can therefore call on specialist technicians and salespeople close at hand, in their own area, which is a guarantee of reactivity.

Noremat plant is also exported to more than 35 countries through an import network.

Founded in 1981, and managed today by Christophe Bachmann, Noremat is an independent family-owned company.



A COMPANY WITH A PASSION

Ever since it was created, Noremat has kept close to its customers, lending them an attentive ear. The manufacturer has made this interactive communication a strength, for a good number of innovations have come about because of users' remarks.

Due to its expertise in the field, Noremat has gradually made its mark with all the parties involved in roadside management, and continues to work fervently for effective and responsible management of roadside verges

that bears the interests of people and of the environment in mind. For 37 years the company has been striving to reconcile safety, profitability, and scenic beauty with the will to provide a harmonious landscape and an appealing living environment for local populations and visitors alike.

Noremat is deeply committed to working with its customers to help them achieve safer, more economical, and

"Noremat's strategy is to work with local authorities to help them achieve their objectives of sustainable management of the roadside environment and of the landscape, both in France and internationally. The coherent action that ensues must be driven by suitably adapted processes and intelligently designed, cost-effective, innovative plant."



eco-responsible verge management. Every year, 5.5% of the company's turnover is spent on R&D, whether for in-house projects or in conjunction with partners; Noremat carries out joint endeavours with industrial and academic specialists such as ENSAIA (agronomy and foodstuffs institute), the Bouzule experimental farm, the DEEP laboratory (studying waste, water, environment, and pollution), and INSA Lyons (national applied-science institute).

Five years ago, Noremat founded an association in eastern France that examines synergies for dealing with invasive plants (SPIGEst). This has led to trials for testing and promoting methods of combating invasive plants.

The Noremat management team is also active in a range of associations, professional unions, and labour-relation tribunals, and is involved in the preparation of standards for the kinds of plant it produces.

MOWING VERGES PLANTED WITH TREES ...



After several years of study, Noremat developed a special vehicle for maintenance of roadside verges.

The machine can be fitted with a wide variety of equipment, including a front-mounted device that slides transversally on a horizontal shaft.

The sliding shaft is ideal when it comes to mowing along a tree avenue, since the vehicle does not need to swing out onto the road.





Spécialiste des structures complexes au service des ouvrages architecturaux

Filiale du groupe Fayat depuis 2007, la société VIRY (24 M€ CA, 100 personnes, 1 agence en Ile De France) entretient depuis plus de 50 ans, une collaboration étroite avec les Architectes et les Ingénieurs dans le développement de concepts esthétiques et innovants. Son expertise dans la réalisation d'ouvrages complexes l'a conduit à participer aux programmes architecturaux les plus ambitieux et d'envergure internationale parmi lesquels l'Aérogare 2F de Roissy Charles-de-Gaulle, la Canopée des Halles à Paris ou encore le Nuage de la Grande Arche à La Défense...

Son socle de compétences s'élargit continuellement dans la maîtrise de technologies hybrides, comme dans l'intégration de matériaux nouveaux appliqués à l'enveloppe du bâtiment : structures mixtes acier-bois ou verre-acier, membranes gonflables, charpentes et agencements inox... Autant de domaines d'expression dans lesquels Viry innove et développe de nouveaux savoir-faire.

Doté d'un service ingénierie de l'enveloppe et du développement, Viry en sa qualité d'entreprise responsable mène une politique de recherche et développement très active sur des sujets de diversification pour mieux s'adapter aux nouveaux défis et dégager de nouvelles opportunités.

L'association de l'acier à d'autres matériaux permet une multitude de solutions architecturales laissant une grande place à la lumière et s'intégrant harmonieusement dans leur environnement.

En sa qualité d'entreprise responsable, VIRY s'est notamment engagée au sein d'un consortium d'entreprises et bureaux d'études Symbio² pour le développement de façades de bâtiments intégrant un système de culture de microalgues. L'acier est le matériau le mieux adapté pour répondre aux besoins de durabilité, de robustesse et de rigidité de telles façades. Grâce à ces performances mécaniques, il permet une intégration discrète du process dans l'enveloppe du bâtiment.

L'acier peut être intégralement et indéfiniment recyclé sans dégradation de ses performances et il s'inscrit dans une filière sèche à faible nuisance sur l'environnement.

Specialist in complex structures at the service of architectural projects

A subsidiary of the Fayat group since 2007, Viry (sales of €24 million, 100 employees, branch in the Paris region) has for the last 50 years worked closely with architects and engineers to help develop aesthetic and innovative concepts. Its expertise in the construction of complex works has led to involvement in some of the world's most ambitious projects on the international stage, including Terminal 2F at Roissy—Charles de Gaulle Airport, the Canopy over Les Halles, in Paris, and the 'Cloud' of the Grand Arch in Paris—La Défense.

Its skill set is constantly growing in the application of hybrid technologies and the integration of new materials for building envelopes, e.g. composite steel—timber or steel—glass structures, pneumatic structures, and stainless-steel structural and fitout works. In all these fields of expression, Viry innovates and develops new know-how.

As a responsible company with its own engineering service dedicated to building-envelope solutions and development, Viry conducts a very active research and development policy addressing subjects promising diversification so as to be able to better tackle new challenges and to focus on new opportunities.

Combining steel with other materials makes for a multitude of architectural solutions that introduce light in abundance and blend harmoniously into their environment.

Further expressing its corporate responsibility, Viry has joined a consortium of contractors and design consultants, Symbio², to develop building façades incorporating a system supporting microalgae. Steel is the most appropriate material for meeting the requirements of durability, toughness, and rigidity of such façades. Because of its mechanical performance, it enables the system to be discreetly integrated into building envelopes.

Not only can steel be fully and indefinitely recycled without diminishing its performance, but it also involves a dry process that reduces environmental harm.





DALIM SOFTWARE s'est engagé à utiliser exclusivement de l'électricité verte produite grâce à l'énergie hydraulique pour répondre à ses besoins en électricité. Ce choix contribue à la protection de l'environnement et du climat. Il garantit aussi la durabilité des ressources naturelles. L'électricité consommée

par DALIM SOFTWARE provient intégralement de centrales hydroélectriques basées en Suisse exploitées par E-Werk Mittelbaden et certifiées par l'institut allemand TÜV Süd. E-Werk Mittelbaden AG & Co. KG, une entreprise de distribution d'électricité basée à Lahr.

« Nous nous engageons à mettre tout en œuvre pour garantir la durabilité, sous toutes ses formes, et à recycler autant que possible dans le cadre de l'exercice normal de nos activités. Toutefois, la pratique du recyclage ne suffit pas à résoudre le véritable problème que constitue le changement climatique », explique Carol Werlé, directeur général de DALIM SOFTWARE. « Nous sommes également conscients des conséquences potentiellement désastreuses de l'augmentation constante du nombre d'appareils numériques et d'écrans dans notre écosystème. Dès lors, nous considérons qu'il est de notre devoir de réduire au minimum notre empreinte carbone.»

« Il incombe à tout un chacun de définir des normes pour la génération à venir et nous continuerons à travailler d'arrache-pied pour garantir l'absence de répercussion néfaste de notre production sur la planète et nous assurer qu'elle contribue au contraire à bâtir un avenir plus respectueux de l'environnement », ajoute Carol Werlé.

DALIM SOFTWARE, société éditrice de logiciel proposant des solutions innovantes aux marques et à la grande distribution, crée sa première suite logicielle entièrement créée à l'aide d'énergie 100 % renouvelable.

DALIM SOFTWARE is committed to using only green electricity generated by hydropower to fill its electricity needs. This choice contributes to protecting the environment and the climate. It also guarantees the sustainability of natural resources. The electricity consumed by DALIM SOFTWARE comes entirely from hydroelectric plants based in Switzerland operated by E-Werk Mittelbaden and certified by the German TÜV Süd Institute. E-Werk Mittelbaden AG & Co. KG is an electricity distribution company based in Lahr.

"We are committed to making every effort to ensure sustainability in all its forms and to recycle as much as possible in the normal course of our business. However, recycling is not enough to solve the real problem of climate change," says Carol Werlé, Chief Executive Officer of DALIM SOFTWARE. "We are also aware of the potentially disastrous consequences of the steady increase in the number of digital devices and displays in our ecosystem. Therefore, we consider it our duty to minimize our carbon footprint.

"Everyone has a responsibility to set standards for the next generation, and we will continue to work hard to ensure that our production is not negatively impacted on the planet and to ensure that it contributes to the opposite. We are trying to do our part to build a greener future," adds Carol Werlé.

DALIM SOFTWARE, a software company offering innovative solutions for brands and large-scale retailers, is creating its first software suite entirely created using 100% renewable energy.





MS Techniques se consacre à l'industrie du dispositif médical. Elle fournit aux entreprises de ce secteur des tubes sur mesure de haute

technicité réalisés à partir de polymères thermoplastiques. Ses clients réalisent à partir de ces tubes des sondes, des cathéters, des endoscopes, des introducteurs et plus généralement des instruments dits « mini – invasif ». Ces techniques innovantes permettent de réaliser des gestes thérapeutiques complexes sans chirurgie lourde, par exemple le remplacement de la valve aortique.

Transluminal, sa société sœur, travaille quant à elle dans la recherche et le développement pour ce même secteur et fabrique en OEM des dispositifs médicaux complets. L'ensemble du groupe emploie aujourd'hui plus de 100 personnes.

MS Techniques et Transluminal participent à la reconversion des anciennes aciéries de Pompey, elles sont implantées dans le « Val de Lorraine », territoire faisant la jonction entre les métropoles de Metz et de Nancy, au cœur de la Lorraine.

MS Techniques works for the medical device industry. It provides companies in the field with customized high-tech thermoplastic-polymer tubing. Its customers use this tubing to make probes, catheters, endoscopes, introducers, and, generally, so-called "mini-invasive" instruments. These innovative techniques enable complex therapeutic procedures such as replacement of aortic valves, for instance, to be carried out without major surgery.

Transluminal, its sister company, performs research and development in the same field and is an OEM manufacturer of complete medical devices. As a whole the group currently has more than 100 employees.

MS Techniques and Transluminal are involved in the conversion of the disused Pompey steelworks. They are located in "Lorraine Valley", the area between the conurbations of Metz and Nancy, in the heart of the Lorraine region.







PRESENTATION DU COLLOQUE – CONFERENCE PRESENTATION

3 millions d'arbres, c'est ce que comptent à peu près les routes françaises lorsqu'éclate la 1ère Guerre mondiale. Ces « allées » à la rigueur militaire canalisent toute l'énergie des troupes en direction du front. De plus en plus déchiquetées et lacunaires à l'approche du front, elles deviennent une clé de lecture de l'imminence de l'horreur. Elles sont aussi des cibles facilement identifiables. Lorsqu'elles subsistent, elles insufflent l'espoir en rappelant l'existence d'un ordre avant le chaos.

Les soldats, notamment ceux venus du Commonwealth, sont fortement marqués. Ce motif est très présent dans leurs lettres, leurs dessins ou, plus tard, leurs récits. En 1915, l'officier britannique Gillespie émet le vœu de voir créer, à l'issue de la guerre, une « longue allée (...) des Vosges à la mer ». L'abbé Lemire, député français, père des jardins ouvriers, exprime une demande analogue à la chambre des Députés en 1919.

Pendant et à l'issue de la guerre, des allées d'honneur sont plantées en Australie : chaque arbre, avec une plaque d'identification, y est dédié à un engagé. Nouvelle-Zélande, Canada, États-Unis, Grande-Bretagne, Italie s'en inspirent. L'Allemagne aura aussi quelques allées mémorielles de ce type.

Le colloque explorera cette histoire, pays par pays. Il montrera les enjeux de conservation, liés à l'âge des arbres, mais aussi aux conflits d'usages, ou à la dénaturation des allées et leur banalisation. Les dynamiques engagées par des citoyens et des pouvoirs publics seront partagées.

Comment poursuivre et écrire l'histoire de paix de demain ? Quel parti tirer de la richesse des allées, trame verte bien physique mais aussi lien symbolique, dans le temps et dans l'espace, entre les hommes - sans parler de leur marque dans le paysage et de leur potentiel touristique ? Ce sera l'objet de la table ronde finale.

3 million trees: this is approximately the number of trees which lined the French roads when the 1st World war started. These avenues, standing like soldiers on parade, channeled fresh troops towards the front lines. As the distance to the front diminished, so did the avenues, increasingly shattered and gap-toothed, foretell the grizzly horrors that lay ahead. Avenues were also readily identifiable targets. Where they survived, they exhaled hope and were a reminder of the existence of order before the chaos.

These avenues made a strong impression particularly on soldiers of the British Commonwealth. They were frequently described by them in their letters and drawings, and later on in their stories. In 1915, they inspired a British officer, Second Lieutenant Alexander Douglas Gillespie, to wish for the creation of "one long avenue (...) from the Vosges to the sea". The French parliamentarian Lemire proposed the same concept in 1919.

During and after the war, avenues of honour were planted in Australia: Every tree was dedicated to a soldier, with a plate bearing his name and details. New-Zealand, Canada, the United States, Great Britain, Italy followed. Germany also planted a few memorial avenues of the kind.

The symposium will explore this history for each country. It will show the issues of preservation, due to the age of the trees, but also to conflicting uses or altered geometrical features and obliterated remembrance. It will present the dynamics at work, with communities and public authorities as main actors.

How can we continue and write the history of peace for tomorrow? How can we turn the qualities of avenues, which are at the same time physical links and ecological corridors but also symbolic, temporal and spatial links between people – not to mention their presence in the landscape and their potential for tourism – to our greatest benefit? These questions will be addressed by the final round table.

TRADUCTION ET INTERPRETATION – TRANSLATION AND INTERPRETATION

L'interprétation est assurée par l'équipe de Diomède Traduction. <u>diomede.traduction@wanadoo.fr</u>. La traduction en anglais des documents a été assurée par Alex Greenland. <u>alexgreenland@orange.fr</u>

Interpretation is provided by the team of Diomède Traduction. diomede.traduction@wanadoo.fr. English translation by Alex Greenland. alexgreenland@orange.fr

CONCERT

ANGELI PRIMITIVI

José Le Piez et Patricia Chatelain



Le procédé acoustique découvert et développé par José Le Piez avec ses « Arbrassons », sculptures en bois réagissant au simple glissement d'une main à leur surface, a pour seul équivalent celui du livika, instrument sacré de rite funéraire de l'île de Nouvelle-Irlande (Papouasie-Nouvelle-Guinée), possession allemande occupée par les forces britanniques en 1914 et placée alors sous mandat australien.

Si les « Arbrassons » n'ont pas le caractère sacré du livika, les sons que font surgir le duo Angeli Primitivi dans une écoute sensible de la mémoire de l'arbre, évoquent des flûtes ou des voix d'une beauté troublante propre au recueillement.

Ces idiophones à bois frotté, comme les désignent les ethnomusicologues, permettent de découvrir le chant d'un chêne centenaire, la voix du ginkgo japonais ou le gémissement d'un cèdre du Liban, la diversité des essences utilisées révélant en chaque bois une identité sonore différente.

Patricia Chatelain et José Le Piez sont deux artistes interdisciplinaires qui entretiennent depuis de nombreuses années des relations entre arts, sciences et société autour d'un thème principal : l'arbre. Leur œuvre et leurs recherches se déploient à la manière d'un arbre, chaque branche ayant sa place dans la constitution d'une vision holistique du monde.

En tant que plasticiens, ils peuvent se prévaloir de collaborations et d'expositions avec des artistes de renommée comme Ernest Pignon-Ernest, Giuseppe Penone, Andy Goldsworthy... Musicalement, chacune de leurs créations avec des musiciens comme Bernard Lubat, Beniat Achiary (disque radio France), Didier Lockwood ou Yuri Buenaventura, sont l'occasion de master class. Au niveau scientifique, ils collaborent depuis de nombreuses années avec Francis Hallé et Ernest Zürcher dans les domaines de la biologie et de la physiologie de l'arbre. De nombreuses expériences ont été réalisées dans le milieu médical avec les sculptures Arbrassons.

Enfin, des collaborations sont en cours dans les domaines de l'ethnomusicologie, l'ethnobotanique, l'anthropologie avec le CNRS, l'École polytechnique, l'École des Hautes Etudes en Sciences Sociales et le laboratoire de recherche en acoustiques et dynamiques des fluides de l'Université Pierre et Marie Curie.

The acoustic process discovered and developed by José Le Piez with his "Arbrassons", wooden sculptures that give off sound when stroked, has only one equivalent: the livika friction drum, a sacred instrument used for funeral rites in New Ireland (Papua—New Guinea), a German possession occupied by British forces in 1914 and placed under Australian mandate.

While the sacred dimension of the livika is not inherently associated with "Arbrassons", the sounds that the Angeli Primitivi duo produces, in lending an attentive ear to the memory of trees, evoke flutes or voices of captivating beauty that are befitting of reverence.

These wooden friction idiophones—as ethnomusicologists call them—give voice to the song of a centuries-old oak, the chant of a Japanese ginkgo, or the wail of a Lebanon cedar. The diversity of the tree species used opens ears and hearts to the different acoustic identity of each type of wood.

Patricia Chatelain and José Le Piez are multidisciplinary artists who for many years have focused relations between art, science, and society on one main theme: trees. Their work and research have been deployed in the manner of a tree, each branch occupying its special place in the constitution of a holistic view of the world.

As plastic artists, they can boast collaboration and exhibitions with artists of renown such as Ernest Pignon-Ernest, Giuseppe Penone, and Andy Goldsworthy. Musically, each of their creations with musicians such as Bernard Lubat, Beniat Achiary (Radio France record), Didier Lockwood, or Yuri Buenaventura has been a veritable master class. With regard to science, for many years they have been working with Francis Hallé and Ernest Zürcher in the fields of tree biology and physiology. A lot of experiments with Arbrasson sculptures have been carried out in the medical field. And lastly, partnerships are under way in the fields of ethnomusicology, ethnobotany, anthropology—with France's national scientific research centre (CNRS)—, the École Polytechnique engineering school, the EHESS social sciences school, and Pierre et Marie Curie University's Fluid Dynamics and Acoustics Research Laboratory.

PROGRAMME

	Lundi 12 novembre				
Transferts en bus depuis gares Chaumont / Neufchâteau					
9.15	Enregistreme	ent et café d'accueil			
10.15	Ouverture	Éric MUTSCHLER - Président de l'association ALLÉES-AVENUES / allées d'avenir / (FR)			
10.40	Le Conseil de l'Europe et la Convention européenne du paysage : de la guerre à la paix	Maguelonne DÉJEANT-PONS - Secrétaire exécutive de la Convention européenne du Paysage. Conseil de l'Europe			
10.55	Infrastructures routières : les allées d'arbres dans le paysage	Chantal PRADINES - Déléguée générale de l'association ALLÉES-AVENUES / allées d'avenir / (FR)			
11.10	Pal	use			
	Les allées et la 1	re Guerre mondiale			
11.30	L'allée dans la guerre : de l'allée formelle à un champ d'esquilles	Paul GOUGH - Professeur RMIT University (AU)			
11.50	L'arbre et sa charge symbolique	Georges FETERMAN - Président de l'association A.R.B.R.E.S (FR)			
12.10	L'éloquence des arbres : les allées mémorielles de la Première Guerre mondiale	Jo-anne MORGAN - Dr en géographie, Université de Canterbury (NZ)			
12.40	GRAND TÉMOIN / échanges avec la salle /	Isabelle MASSON-LOODTS – Journaliste, autrice, réalisatrice (BE)			
12.50	Dé	jeuner			
	Les allées mémorielles selon les pays				
14.20	Les allées d'honneur australiennes - Mémoriaux vivants	Stuart READ - Architecte paysagiste, horticulteur, membre du Comité scientifique international ICOMOS-IFLA sur les paysages culturels (AU)			
14.40	Allées mémorielles de la guerre au Royaume-Uni	David LAMBERT - Directeur de The Parks Agency (GB)			
15.00	Les allées mémorielles du Canada : les routes du souvenir	Gordon FULTON - Ancien directeur national des recherches historiques de l'Agence Parcs Canada (CA)			
15.20	GRAND TÉMOIN / échanges avec la salle	Stéphanie de COURTOIS - Maître de conférences ENSA-Versailles, co-responsable du Master Jardins historiques, patrimoine, paysage, membre du Comité scientifique international ICOMOS IFLA sur les paysages culturels (FR)			
15.35	Pa	use			
16.05	Itinéraires de mémoire aux États-Unis : paysage, symbolisme et conception	Dan MARRIOTT - Directeur de Paul Daniel Marriott + Associates (USA)			
16.25	Viali della Rimembranza - les allées du souvenir italiennes	Angelo PORTA - Conseiller auprès de Legambiente (IT)			
16.45	Les allées mémorielles en Nouvelle-Zélande	Stuart READ - Paysagiste concepteur, horticulteur, membre du Comité scientifique international ICOMOS-IFLA sur les paysages culturels (AU)			
17.00	La France, la Belgique et l'Allemagne, trois grandes absentes ?	Chantal PRADINES - Déléguée générale de l'association ALLÉES-AVENUES / allées d'avenir / (FR)			
17.15	GRAND TÉMOIN / échanges avec la salle	Linda DICAIRE - Architecte paysagiste, membre du comité scientifique international ICOMOS IFLA sur les paysages culturels (CA)			
17.30	Intermède				
18.45	Concert Arbrassons - Angeli Primitivi				
19.30	Dîner de gala				
22.00	Transferts vers hébergements				

Monday 12 November				
Bus transfer from Chaumont / Neufchâteau railway stations				
9.15				
10.15	Opening	Eric MUTSCHLER - Chair of ALLÉES-AVENUES / allées d'avenir / (FR)		
10.40	The Council of Europe and the European Landscape Convention : from war to peace	Maguelonne DÉJEANT-PONS - Executive Secretary of the European Landscape Convention, Council of Europe		
10.55	Road infrastructures: tree avenues in the landscape	Chantal PRADINES - Managing Director, ALLÉES-AVENUES / allées d'avenir / (FR)		
11.10	Вг	reak		
	Tree avenues a	and 1st World War		
11.30	From formal avenue to shattered splinters	Paul GOUGH - Professor RMIT University (AU)		
11.50	Trees and their symbolic weight	Georges FETERMAN - Chair of A.R.B.R.E.S (FR)		
12.10	Arboreal Eloquence: First World War memorial avenues	Jo-anne MORGAN - PhD (Geography), University of Canterbury (NZ)		
12.40	FEEDBACK and Q & A session	Isabelle MASSON-LOODTS – Journalist, author, filmmaker (BE)		
12.50		Lunch		
	Memorial avenues	in different countries		
14.20	Australia's Avenues of Honour – Living memorials	Stuart READ - Landscape architect, horticulturist, expert member of ICOMOS-IFLA international scientific committee on cultural landscapes (AU)		
14.40	War Memorial Avenues in the UK	David LAMBERT - Director, The Parks Agency (GB)		
15.00	Canada's Memorial Avenues of Trees: Roads of Remembrance	Gordon FULTON - Former National director of historical research, Parks Canada Agency (CA)		
15.20	FEEDBACK and Q & A session	Stéphanie de COURTOIS - Assistant professor ENSA-Versailles, in charge of the Master's programme Historical gardens, heritage, landscape, member of ICOMOS-IFLA international scientific committee on cultural landscapes (FR)		
15.35	5 Break			
16.05	Routes of Memory in the United States: Symbolism, Design and the Landscape	Dan MARRIOTT - Principal of Paul Daniel Marriott + Associates (USA)		
16.25	Viali della Rimembranza - Italian Roads of remembrance	Angelo PORTA - Consultant to Legambiente (IT)		
16.45	Memorial Avenues in New Zealand	Stuart READ - Landscape architect, horticulturist, expert member of ICOMOS-IFLA international scientific committee on cultural landscapes (AU)		
17.00	France, Belgium and Germany, conspicuous by their absence?	Chantal PRADINES - Managing Director, ALLÉES-AVENUES / allées d'avenir / (FR)		
17.15	FEEDBACK and Q & A session	Linda DICAIRE - Landscape architect, member of ICOMOS-IFLA international scientific committee on cultural landscapes (CA)		
17.30	Interlude			
18.45	Concert Arbrassons - Angeli Primitivi			
19.30	Gala dinner			
22.00	Transfer to accommodation			

8.30	Transforts			
0.45	Transiens	Transferts depuis hébergements		
9.15 Ac	ccueil	Éric MUTSCHLER - Président de l'association ALLÉES-AVENUES / allées d'avenir / (FR)		
	La remise en valeur des allées			
9.20 Dy	Dynamiques autour d'un patrimoine	Chantal PRADINES - Déléguée générale de l'association ALLÉES-AVENUES / allées d'avenir (FR)		
	e pouvoir aux gens de paix - 3 années d'actions citoyennes pour sauver les arbres de os rues	Chris RUST - Co-président de STAG - Sheffield Tree Action Groups (GB)		
9.50 L'é	'exemple de Montafia d'Asti, point tournant d'une prise de conscience collective	Angelo PORTA - Conseiller auprès de Legambiente (IT) Maria-Vittoria GATTI - Présidente de l'association « I nostri tigli. Montafia" (IT)		
10.10 Le	e projet australien « Avenues of Honour » - Un parcours de découverte	Glenn WILLIAMS - Directeur de TREENET (AU)		
	Des allées, pas des frontières » - L'allée transfrontalière germano-polonaise, de l'idée à a concrétisation	Katharina DUJESIEFKEN - Ingénieur agronome, référente Arbres et allées, BUND (DE) Piotr TYSZKO-CHMIELOWIEC - Directeur du programme « Roads for Nature », Fundacja EkoRozwoju (PL)		
10.50	GRANDS TÉMOINS / échanges avec la salle	Maguelonne DÉJEANT-PONS - Secrétaire exécutive de la Convention européenne du Paysage. Conseil de l'Europe		
11.10	Paus	se		
	La remise en valeur	des allées (suite)		
11.30 Re	Remise du « prix des allées » Sites & Monuments	Jérôme FERCHAUD - Administrateur de l'association Sites & Monuments (FR), Yaël HADDAD, journaliste, spécialisée arbres et paysage (FR)		
		Commune d'Heining-lès-Bouzonville (57), Association « Autour du canal de Bourgogne » (21), Groupe d'action « Gien, sauvons les platanes » (45), M. & Mme Eppinger, château de Sermange (39)		
12.50	Déjeune			
	« Allées - Hori	izon 2030 »		
14.00		Chantal PRADINES - Déléguée générale de l'association ALLÉES-AVENUES / allées d'avenir (FR)		
		David LAWRY - Médaille de l'Ordre de l'Australie, Fondateur du projet TREENET « Avenues of Honour », (AU)		
		Barthélémy LEMAL - Maire de Heining-lès-Bouzonville, lauréat du « Prix des allées » 2018 (FR)		
TA	ABLE RONDE	Erwin PFEIFFER - Administrateur de la Deutsche Alleenstraße e.V., directeur adjoint Tourisme de l'ADAC (DE)		
Éc	Écrire l'histoire de demain. Vers des itinéraires culturels et touristiques des allées ?	Marie-Madeleine DAMIEN - Secrétaire générale de l'association Paysages et Sites de mémoire de la Grande Guerre, professeur émérite de l'université Lille 1 (FR)		
		William TROMP - Délégué Nord-Est de la Société Française d'Arboriculture (FR)		
		Erick CONSTENSOU - Chef du service Techniques et environnement de la route. Direction des routes. Conseil départemental de Haute-Garonne, lauréat du « Prix des allées » 2016 (FR)		
		Béatrice SAUREL - Artiste, paysagiste, arboriste, chromatothérapeute (FR)		
15.25 Co	Conclusion	Simon LECLERC - Vice-président du Conseil départemental des Vosges (FR)		
		Éric MUTSCHLER - Président de l'association ALLÉES-AVENUES / allées d'avenir / (FR)		
16.00	Transferts vers les gares de Neufchâteau et Chaumont			

	Tuesday 13 Novembre				
8.30	Transfer from accommodation				
9.15	Welcome	Eric MUTSCHLER - Chair of ALLÉES-AVENUES / allées d'avenir / (FR)			
	Making avenue	s great again			
9.20	The dynamics for a heritage issue	Chantal PRADINES - Managing Director of ALLÉES-AVENUES / allées d'avenir / (FR)			
9.30	Power to the Peaceful, 3 years of community action to save our street trees	Chris RUST - Co-chair, STAG - Sheffield Tree Action Groups (GB)			
9.50	The example of Montafia d'Asti, turning point for raising collective awareness	Angelo PORTA - Counsellor to Legambiente (IT) Maria-Vittoria GATTI - Chair of "I nostri tigli. Montafia" (IT)			
10.10	The Avenues of Honour Project Down Under – A Trail of Discovery	Glenn WILLIAMS - Director, TREENET (AU)			
10.30	"Avenues, not borders": the idea behind the Polish-German trans-border avenue and how it was done	Katharina DUJESIEFKEN - Agricultural engineer, Coordinator Trees and tree avenues protection, BUND (DE) Piotr TYSZKO-CHMIELOWIEC - « Roads for Nature » programme leader, Fundacja EkoRozwoju (PL)			
10.50	FEEDBACK and Q & A session	Maguelonne DÉJEANT-PONS - Executive secretary of the European Landscape Convention, Council of Europe			
11.10	Brea	nk			
	Making avenues grea	t again (continued)			
11.30	Award of Sites & Monuments "Avenue Prize"	Jérôme FERCHAUD - Board member of Sites & Monuments (FR), Yaël HADDAD - Journalist, specialized in trees / landscape			
		Town of Heining-lès-Bouzonville, "Autour du canal de Bourgogne" (NGO), "Gien, sauvons les platanes" Action group, Mr. & Mrs.Eppinger, château de Sermange (39)			
12.50	Lunch				
	« Avenues - Ho	prizon 2030 »			
14.00		Chantal PRADINES - Managing Director of ALLÉES-AVENUES / allées d'avenir /(FR)			
		David LAWRY - OAM, Founder TREENET Avenues of Honour project, (AU)			
		Barthélémy LEMAL - Mayor of Heining-lès-Bouzonville, winner of « Avenues Prize » 2018 (FR)			
		Erwin PFEIFFER - Board member, Deutsche Alleenstraße e.V., deputy Head of Tourismus, ADAC (DE)			
		Marie-Madeleine DAMIEN - General secretary of Paysages et Sites de mémoire de la Grande Guerre, former professeur at Université Lille 1 (FR)			
		William TROMP - Board member, Société Française d'Arboriculture (FR)			
		Erick CONSTENSOU - Head of the Road environment and technical service. Road department. Haute-Garonne county council, winner of 2016 "Avenues prize" (FR)			
		Béatrice SAUREL - Artist, landscape architect, tree surgeon, chromatotherapist (FR)			
15.25	Conclusion	Simon LECLERC - Vice-chair of Vosges county council			
		Eric MUTSCHLER - Chair of ALLÉES-AVENUES / allées d'avenir /			
16.00	Transfer towards Neufchâteau / Chaumont railway stations				

Biographie des intervenants

Par ordre d'intervention

Speakers'

biographies

By order of appearance



Eric MUTSCHLER

Président de l'association ALLEES-AVENUES / allées d'avenir /, France Eric Mutschler - Chairman of ALLÉES-AVENUES / avenues of the future /, France

Juriste de formation (master II en droit de l'Environnement ; mémoire sur la protection juridique du verger traditionnel), Eric Mutschler fut directeur du Conservatoire d'espaces naturels de Champagne-Ardenne puis directeur du développement d'Espaces naturels de France, fédération des conservatoires. Ancien maître de conférences associé à l'Université de Lorraine, il est aujourd'hui journaliste indépendant et présente, depuis 2009, « Durablement vôtre » (www.durablementvotre.fr), une émission quotidienne sur les actrices et les acteurs du développement durable, diffusée sur 16 radios associatives en Lorraine, Alsace, Champagne-Ardenne et ailleurs. Amoureux des allées d'arbres, Eric Mutschler est depuis 2018 président de l'association ALLÉES-AVENUES / allées d'avenir /, dont il est membre fondateur. Eric Mutschler est aussi un passionné d'histoire de l'Alsace, région au cœur des enjeux des deux Guerres mondiales.

Eric Mutschler has a legal background (Masters in Environmental law; thesis on legal protection of traditional orchards). He has been director of the Champagne-Ardenne Conservatory of Natural Environments, then development director with Espaces Naturels de France (federation of conservatories). Eric has also been an associate lecturer at Lorraine University, and is currently an independent journalist; since 2009 he has been presenting "Durablement vôtre" (Sustainably yours) (www.durablementvotre.fr), a daily programme about people involved in sustainable development that is broadcast by 16 associative radio in Lorraine, Alsace, Champagne-Ardenne, etc. A lover of tree avenues, since 2018 Eric has been Chairman of the association ALLÉES-AVENUES / avenues of the future /, of which he is a founding member. He is also intensely interested in the history of Alsace, a region traversed by the two world wars.



Maguelonne DEJEANT-PONS

Secrétaire exécutive de la Convention européenne du Paysage. Conseil de l'Europe

Executive Secretary of the European Landscape Convention, Council of Europe

Maguelonne Déjeant-Pons est Docteur d'État en droit, Secrétaire exécutive de la Convention européenne du paysage et responsable des Journées européennes du patrimoine, Direction de la Participation démocratique, Conseil de l'Europe.

Elle a publié divers articles et ouvrages portant sur le développement territorial, la protection des zones côtières et marines (*La Méditerranée en droit international de l'environnement*); la diversité biologique et paysagère et les droits de l'homme à l'environnement (*Droits de l'homme et environnement*).

Maguelonne Déjeant-Pons is a Doctor of Law, Executive Secretary of the European Landscape Convention, and manages European Heritage Days, Directorate of Democracy of the Council of Europe.

She has published several articles and books dealing with territorial development, protection of coastal and marine zones (La Méditerranée en droit international de l'environnement), biological and landscape diversity, and human rights to the environment (Human Rights and the Environment).



Chantal PRADINES

Déléguée générale d'ALLÉES-AVENUES / allées d'avenir/, France Managing Director of ALLÉES-AVENUES / avenues of the future /, France

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.



Paul GOUGH

Professor at RMIT University, Australia Professeur, RMIT University, Australie

Professor Paul Gough is Pro Vice-Chancellor and Vice-President at RMIT University. He is executive head of the College of Design and Social Context, which has over 24,000 students, 700 doctoral students and 1,100 tenured staff. Paul is a painter, a broadcaster and a writer. He has exhibited globally and is represented in the permanent collection of the Imperial War Museum, London; the Canadian War Museum, Ottawa and the National War Memorial, New Zealand.

He has published widely in cultural history, cultural geography and heritage studies, and has written or edited eight books, including monographs on the war artists Stanley Spencer and Paul Nash. He has also published work on peace gardens, sites of remembrance, commemorative landscapes, and on the world's most famous unknown street artist, Banksy.

Paul Gough est professeur, vice-chancelier directeur exécutif et administratif et vice-président de l'Institut royal de technologie de Melbourne (RMIT University). Il dirige la faculté de Design and Social Context, qui, avec ses 1 100 enseignants, accueille plus de 24 000 étudiants et 700 doctorants. Paul est aussi peintre, animateur de radio et de télévision et écrivain. Il a exposé dans le monde entier et ses œuvres figurent dans les collections permanentes de l'Imperial War Museum à Londres, du Canadian War Museum à Ottawa and et du National War Memorial de Nouvelle-Zélande.

Il a à son actif de très nombreuses publications dans les domaines de l'histoire culturelle, de la géographie culturelle et des études du patrimoine. Il a écrit ou dirigé huit ouvrages, notamment des monographies sur les artistes de guerre Stanley Spencer et Paul Nash. Il a également publié sur les jardins de la paix, les sites de mémoire, les paysages commémoratifs, et sur le plus fameux des artistes de rue anonymes, Banksy.



Georges FETERMAN

Président d'A.R.B.R.E.S., France Chairman of A.R.B.R.E.S., France

Georges Feterman est professeur agrégé de SVT. Président de l'association A.R.B.R.E.S. (Arbres remarquables, bilan, recherches, études, sauvegarde) est l'auteur de nombreux ouvrages sur les arbres remarquables de France (Les plus vieux arbres de France, aux éditions Muséo; Arbres extraordinaires de France, aux éditions Dakota)

Georges Feterman is a high school teacher of earth and life sciences and Chairman of the association A.R.B.R.E.S. (Arbres remarquables, bilan, recherches, études, sauvegarde). He has written books on noteworthy trees in France, in particular Les plus vieux arbres de France, published by Éditions Muséo, and Arbres extraordinaires de France, published by Éditions Dakota.



Jo-anne MORGAN

PhD (Geography), University of Canterbury, New-Zealand Dr en géographie, Université de Canterbury, Nouvelle-Zélande

Jo-anne Morgan currently works at the University of Canterbury. Her area of interest is memory in the landscape from an historical and cultural Geography perspective. Jo-anne's PhD, Arboreal Eloquence. Trees and Commemoration, explores the ways that commemorative trees have been used to anchor memory in the landscape through the making and marking of place. Her PhD work, which stems from memory in the landscape research she conducted for her masters, is referred to in all studies about memorial avenues. It shows how trees planted for the likes of war memorial avenues, link the local to the national and international, and produce a landscape that is multifunctional, in which social relations support memory, remembrance, forgetting, silences, erasures, and memory slippage. Outside of work Jo-anne is a keen photographer.

Jo-anne Morgan travaille actuellement à l'Université de Canterbury, en Nouvelle-Zélande. La question de la mémoire dans les paysages, abordée du point de vue de l'histoire et de la géographie culturelle, est au centre de ses intérêts. La thèse de doctorat de Jo-anne, *Arboreal Eloquence. Trees and Commemoration*, explore la manière dont les arbres commémoratifs ont été utilisés pour ancrer la mémoire dans le paysage en créant et marquant l'espace. Ce travail, qui fait suite à ses travaux sur le paysage pour sa maîtrise, est cité dans toutes les études sur les allées mémorielles. Il montre comment les arbres plantés par exemple sous la forme des allées mémorielles de la guerre, relient le local au national et à l'international, et produisent un paysage multifonctionnel, dans lequel les relations sociales accompagnent la mémoire, le souvenir, l'oubli, les silences, les effacements, et le glissement mémoriel. En dehors de son travail, Jo-anne est une fervente photographe.



Isabelle MASSON-LOODTS

Journaliste, autrice et réalisatrice, Belgique Journalist, writer, producer, Belgium

Isabelle Masson-Loodts est journaliste, autrice et réalisatrice. Archéologue préhistorienne dans une première vie, elle a délaissé l'Homme de Neandertal pour mettre les préoccupations de l'Homo Sapiens 3.0 au cœur de son travail, en devenant journaliste spécialisée en environnement. Indécrottable amoureuse de la terre, elle s'est enterrée, ces 8 dernières années, dans les vestiges des tranchées de la Première Guerre mondiale. Son enquête sur les séquelles environnementales de 14-18 nourrit le projet documentaire transmédia « Paysages en Bataille ». Comme elle ne dort pas beaucoup, Isabelle écrit aussi par-ci par-là, notamment pour Médor, Pour, Le Vif, Le Monde...

Isabelle Masson-Loodts is a journalist, writer, and producer. After an early career in prehistoric archeology, she dropped Neanderthal Man to get her claws into Homo sapiens 3.0 by becoming a journalist specializing in environmental matters. An indefatigable devotee of the earth, for the last eight years Isabelle has buried herself in what remains of the trenches of the First World War. Her investigation into the environmental sequels of WW1 was the ammunition for the transmedia documentary project "Landscapes at War" (Paysages en Bataille). Since she does not sleep a lot, Isabelle also writes from time to time, particularly for Médor, Pour, Le Vif, and Le Monde.



Stuart READ

Landscape architect, horticulturist, expert member of ICOMOS-IFLA international scientific committee on cultural landscapes, Australie

Architecte paysagiste, horticulteur, membre du Comité scientifique international ICOMOS-IFLA sur les paysages culturels, Australia

Stuart Read is a landscape architect, bureaucrat and educator on landscapes. He helps the New South Wales Heritage Council identify, list, assess and manage key places and sites. Stuart has worked for the Australian Heritage Commission and Environment Australia's world heritage & biodiversity units. He has studied gardens in Australasia, Asia, the Middle East and Europe, including a 2005 Pratt Foundation overseas fellowship study tour of, then in 2010 he led a tour of Spanish historic gardens. Stuart has been an expert member of ICOMOS-IFLA's international scientific committee on cultural landscapes since 2008. He contributed to the National Trust (NSW) book *Interwar Gardens: a guide to the history, conservation and management of gardens of 1915-1940* (2003), *The Oxford Companion to Australian Gardens* (2002) and *Gardens of History & Imagination: Growing New South Wales* (2016). Stuart wrote *Spanish lessons for Australian Gardens...* (2005) and contributes to *Garden Drum* and *Australian Garden History*.

Stuart Read travaille sur les questions de paysage, que ce soit comme architecte paysagiste, fonctionnaire ou enseignant. Au New South Wales Heritage Council, il contribue à identifier, protéger, évaluer et gérer des lieux et des sites clés. Stuart a travaillé pour l'Australian Heritage Commission et pour les services du patrimoine mondial et de la biodiversité du ministère australien de l'Environnement et du Patrimoine. Il a étudié divers jardins en Australasie, en Asie, au Moyen-Orient et en Europe. En 2005, il a effectué un voyage d'études à l'étranger comme boursier de la Fondation Pratt, puis, en 2010, il a animé une tournée des jardins historiques d'Espagne. Stuart est depuis 2008 membre expert du comité scientifique international ICOMOS-IFLA sur les paysages culturels. Il a contribué à l'ouvrage Interwar Gardens : a guide to the history, conservation and management of gardens of 1915-1940 (2003) publié par le National Trust de la Nouvelle-Galles du Sud. Il a également contribué à The Oxford Companion to Australian Gardens (2002) et à Gardens of History & Imagination: Growing New South Wales (2016). Stuart est l'auteur de Spanish lessons for Australian Gardens... (2005) et il écrit pour le site Garden Drum et la revue Australian Garden History.



David LAMBERT

Director, The Parks Agency, United Kingdom Directeur de The Parks Agency, Grande Bretagne

David Lambert is director of the Parks Agency, a consultancy specializing in the conservation and management of historic parks. Previously the Conservation Officer for the Garden History Society, he has held research fellowships at the University of York and De Montfort University and has been an adviser to three Parliamentary inquiries. He was a member of the National Trust's Gardens Panel from 2001 to 2015 and currently serves on a number of advisory panels including Historic England, the World Monuments Fund, the Stowe Advisory Panel and Historic Royal Palaces. He is also a trustee of the Gardens Trust and a member of the Institute of Historic Building Conservation. In 2014, he wrote an Introduction to War Memorial Parks and Gardens for Historic England (https://historicengland.org.uk/images-books/publications/iha-war-memorial-parks-gardens/) and also published 'A Living Monument: memorial parks of the first and second world wars' in Garden History, 14:2.

David Lambert dirige The Parks Agency, un bureau d'études spécialisé dans la protection et la gestion de parcs historiques. Auparavant, il a occupé le poste de conservateur à la Garden History Society et a bénéficié de bourses de recherche à l'université d'York et à l'université De Montfort, à Leicester. Il a également été consultant dans le cadre de trois enquêtes parlementaires. De 2001 à 2005, il a fait partie de la Commission « jardins » du National Trust. Aujourd'hui, il siège dans plusieurs instances consultatives - Historic England, le World Monuments Fund, le Stowe Advisory Panel et Historic Royal Palaces. Il est également administrateur du Gardens Trust et membre de l'Institute of Historic Building Conservation. En 2014, pour le compte de Historic England, il a écrit une Introduction to War Memorial Parks and Gardens (https://historicengland.org.uk/images-books/publications/iha-war-memorial-parks-gardens/). Il a également publié 'A Living Monument: memorial parks of the first and second world wars' dans la revue Garden History, 14:2.



Gordon W. FULTON

Former National director of historical research, Parks Canada Agency, Canada Ancien directeur national des recherches historiques de l'Agence Parcs Canada, Canada

Gordon W. Fulton has a Master's degree in Historic Preservation from Columbia University (New York). He authored The Canadian Encyclopedia article on the subject of heritage conservation, and the first edition of the Standards and Guidelines for the Conservation of Historic Places in Canada. Mr. Fulton served as the national director of the Main Street Canada downtown revitalization programme and as the national director of historical research for the Parks Canada Agency and taught urban conservation at Carleton University in Ottawa. He has 25 years of professional experience with UNESCO's World Heritage Convention, providing expert advice on preparing successful nominations in North America and the Far East and consulting on World Heritage-related projects for the Getty Conservation Institute, among others. He currently serves as Senior Specialist for the Paris-based International Council on Monuments and Sites. Mr. Fulton was awarded the Queen Elizabeth II Golden Jubilee medal for his contributions to the field of heritage conservation.

Gordon W. Fulton, titulaire d'une maîtrise en conservation du patrimoine de l'université de Columbia (New York), est l'auteur de l'article sur le sujet figurant dans *L'Encyclopédie canadienne*. Gordon W.Fulton, qui a été directeur national du programme Rues principales Canada, un programme de revitalisation des centres villes, et directeur national des recherches historiques de l'Agences Parcs Canada, est également l'auteur de la première édition des *Normes et lignes directrices pour la conservation des lieux patrimoniaux au Canada*. Gordon a également enseigné la conservation du patrimoine urbain à l'université Carleton

d'Ottawa. La convention du Patrimoine mondial de l'UNESCO a été au cœur de 25 années de sa vie professionnelle : il a, entre autres, accompagné divers dossiers qui ont intégré la liste du patrimoine mondial en Amérique du Nord et en Extrême-Orient et réalisé des missions de conseil sur des projets liés au patrimoine mondial pour le Getty Conservation Institute. Il est actuellement Senior Specialist auprès de l'ICOMOS (Conseil international des monuments et des sites) à Paris. M. Fulton a été décoré de la Médaille du jubilé de la Reine Elizabeth II pour ses contributions dans le domaine de la conservation du patrimoine.



Stéphanie de COURTOIS

Maître de conférences ENSA-Versailles, co-responsable du Master Jardins historiques, patrimoine, paysage, France

Lecturer at ENSA-Versailles architecture school, joint head of the Historic Gardens, Heritage, and Landscape Masters programme, France

Stéphanie de Courtois est docteur en histoire de l'art. Elle mène ses recherches sur les concepteurs de parcs et jardins et enseigne au sein de l'ENSA- Versailles où elle co-dirige le Master 2 Jardins historiques, Patrimoine, Paysage.

Elle étudie en particulier le patrimoine paysager des XIX et XX^e siècles et contribue à sa meilleure prise en compte, notamment par ses engagements dans différentes instances en France. Elle est membre du Comité scientifique international ICOMOS IFLA sur les paysages culturels. Ses récentes publications comprennent *Esthétique du jardin paysager allemand,* Stéphanie de Courtois, Marie-Ange Maillet et Eryck de Rubercy, Paris, Klincksieck, 2018 et Stéphanie de Courtois, Jean-Michel Sainsard et Denis Mirallié, « Les jardins et le projet à l'épreuve du changement climatique », dans Michael Rohde (dir.), *Historische Gärten im Klimawandel*, Leipzig, Berlin, 2014.

Stéphanie de Courtois is a Ph.D in Art History. She carries out research into the designers of parks and gardens and teaches at the ENSA-Versailles architecture school where she is joint head of the Historic Gardens, Heritage, and Landscape Masters programme.

Her special research topic is 19th and 20th-century landscape heritage, and she helps towards better consideration of it, particularly through her involvement in a great many bodies in France. She is a member of the ICOMOS IFLA international scientific committee on cultural landscapes. Her recent publications include "Esthétique du jardin paysager allemande", co-written with Marie-Ange Maillet and Eryck de Rubercy, Paris, Klincksieck, 2018, and "Les jardins et le projet à l'épreuve du changement climatique", co-written with Jean-Michel Sainsard and Denis Mirallié, in Michael Rohde's (editor) "Historische Gärten im Klimawandel", Leipzig, Berlin, 2014.



Dan MARRIOTT

Principal of Paul Daniel Marriott + Associates, United States Directeur de Paul Daniel Marriott + Associates, Etats-Unis

Dan Marriott is Principal and founder of Paul Daniel Marriott + Associates, a historic and scenic road preservation planning office located in Washington, DC. Established in 2004, the firm specializes in historic preservation, corridor studies, regional planning strategies, analysis for transportation, gateways and linear corridors. Prior to establishing the firm, Dan was the Director of the Rural Heritage/Historic Roads Program at the National Trust for Historic Preservation in Washington, DC. He is the author of Saving Historic Roads: Design and Policy Guidelines (Wiley, 1998) and Milestones to Mile-Markers (Federal Highway Administration, 2004). He was awarded a prestigious Fitch Foundation fellowship for historic preservation in 2009. He is currently a Visiting Professor of Landscape Architecture at the Pennsylvania State University. Dan holds a Bachelor's of Science in Landscape Architecture from the Pennsylvania State University, a Master of Regional Planning from Cornell University and a PhD from the University of Edinburgh.

Dan Marriott dirige le bureau d'études Paul Daniel Marriott + Associates, à Washington, DC, qu'il a fondé en 2004 et qui est spécialisé dans la conservation des routes historiques et des routes pittoresques, les études de corridor, les stratégies de programmation régionale, les études de transport, d'entrées de ville ou de territoire, et les études d'aménagement de voiries. Auparavant, Dan a dirigé le programme du patrimoine rural et des routes historiques au National Trust for Historic Preservation à Washington, DC. Il est l'auteur de Saving Historic Roads: Design and Policy Guidelines (Wiley, 1998) et de Milestones to Mile-Markers (Federal Highway Administration, 2004). En 2009, il a été lauréat d'une prestigieuse bourse de conservation du patrimoine de la Fondation Fitch. Il est actuellement professeur invité à l'Université d'État de Pennsylvanie, chargé de cours en architecture du paysage.

Dan a une licence en architecture du paysage de cette même université, une maîtrise en aménagement du territoire de l'université Cornell, et un doctorat de l'université d'Edimbourg.



Angelo PORTA

Consultant to Legambiente, Italy Conseiller auprès de Legambiente, Italie

Angelo Porta is a counsellor of Legambiente, the leading Italian association for environmental protection with more than 100,000 members. His main area of environmental interest is trees and tree-lined roads in Italy. Angelo's action started as a result of unmotivated tree felling along roads in Asti province where he lives, fighting local public administrations by writing in newspapers, organizing events, developing presentations, gathering much info about Italian laws and actions performed in a 200+ page e-book freely available at http://bit.ly/2Dd1weZ. Angelo is also the author of "Roatto nella Grande Guerra", a book about the soldiers from a small village in the Lower Monferrato who lost their lives in the First World War. He has a degree in electronic engineering and works as a computer engineer for large ITC projects in Italy and around the world.

Angelo Porta est conseiller auprès de Legambiente, la plus grande association italienne de protection de l'environnement, avec plus de 100 000 membres. Il s'y occupe principalement des arbres et des routes bordées d'arbres en Italie. Son action a démarré avec des abattages d'arbres injustifiés le long des routes de la province d'Asti où il vit. Il s'est opposé aux administrations publiques locales en écrivant dans la presse, en organisant des évènements, en faisant des conférences, en rassemblant des informations sur la législation italienne et les actions réalisées, rassemblées dans un e-book de plus de 200 pages disponible en ligne http://bit.ly/2Dd1wez. Angelo est aussi l'auteur de "Roatto nella Grande Guerra", un livre sur les soldats d'un petit village du Bas Monferrato morts pendant la Première Guerre mondiale. Il est ingénieur en électronique et travaille comme informaticien sur de très gros projets TIC en Italie et dans le monde.



Linda DICAIRE

Architecte paysagiste canadienne, membre du Comité scientifique international ICOMOS-IFLA pour les paysages culturels, Canada Canadian landscape architect, member of the ICOMOS-IFLA international scientific committee on cultural landscapes, Canada

Linda Dicaire dirige sa propre entreprise de gestion des ressources culturelles et d'architecture du paysage dans la capitale du Canada. Elle est diplômée en architecture du paysage et en biologie, et détient une maîtrise en conservation du patrimoine. Elle est Fellow of the Canadian Society of Landscape Architects (FCSLA) et membre de l'Ontario Association of Landscape Architects (OALA). Elle apporte une perspective d'ensemble en architecture, en aménagement du paysage, en gestion du territoire et en conservation du patrimoine. Elle préside le Comité du patrimoine de Rockcliffe Park qui est désigné 'paysage culturel' de l'Ontario. Elle est co-auteure du chapitre sur le design urbain et l'histoire du paysage associé à l'Édifice du parlement du Canada qui fera partie d'un livre dont la publication par McGill University Press est prévue en 2019. Son principal projet actuel est celui du Parc centenaire de la Fondation Vimy, un jardin de mémoire

et de paix sur la Crête de Vimy en France dont le dévoilement est prévu le 9 novembre 2018.

Linda Dicaire runs her own landscape architecture and cultural resources management business in the Canadian capital. She has Bachelor's degrees in Landscape Architecture and in Biology and a Master's in Conservation Studies. She is a Fellow of the Canadian Society of Landscape Architects (FCSLA) and a member of the Ontario Association of Landscape Architects (OALA). Linda brings a global view to architecture, landscaping, territorial development, and heritage conservation. She chairs the Heritage Committee for Rockcliffe Park, which has been designated 'cultural landscape' in Ontario. She is joint author of the chapter on urban design and landscape history associated with Canada's Parliament Hill that will form part of a book to be published by McGill University Press in 2019. Linda's main project at the moment is the Centennial Park of the Vimy Foundation, a memorial and peace garden on Vimy Ridge in France that is due to be inaugurated on November 9, 2018.



Chris RUST

Co-Chair, STAG: Sheffield Tree Action Groups, United Kingdom Co-président de STAG – Sheffield Tree Action Groups, Royaume-Uni

Chris Rust is Emeritus Professor of Design at Sheffield Hallam University and Co-Chair of STAG - Sheffield Tree Action Groups. He is also a musician and songwriter.

He has worked as an industrial designer, a musician, and an academic, he has been chair of the International Design Research Society and his last academic role before retirement was Director of Sheffield Institute of Arts, which is Sheffield Hallam University's School of Art and Design. In his research he encountered the developing body of knowledge connecting people's health with access to green space in their daily lives.

Since retirement in 2012 he has worked on a community cycling development project and been an active member of the campaign to save street trees in Sheffield from destruction due to an ill-designed highway renewal project. He is also a member of 'Break a Leg!', a voice, clarinet/saxophone and guitar duo performing jazz and folk songs and their own compositions.

Chris Rust est professeur honoraire de design de la Sheffield Hallam University et co-président de STAG - Sheffield Tree Action Groups, le collectif des groupes d'action citoyens pour préserver les arbres des rues à Sheffield. Il est également musicien et auteur de chansons.

Au cours de sa vie professionnelle, Chris a travaillé à la fois comme designer industriel, comme musicien et comme universitaire. Il a présidé l'International Design Research Society et, pour son dernier poste à l'université avant son départ à la retraite, il a dirigé le Sheffield Institute of Arts, l'école des beaux-arts et de design de Sheffield Hallam University. Ses travaux de recherche l'ont conduit à s'intéresser au lien entre la santé et l'accès, au quotidien, des personnes à la nature, un lien qui s'enrichit sans cesse de connaissances nouvelles.

Retraité depuis 2012, il participe à un projet de développement du vélo en ville et est engagé activement dans la campagne pour sauver les allées d'arbres de Sheffield de la destruction programmée en raison d'une politique de renouvellement de voirie mal conçue. Il est également membre de 'Break a Leg!', un duo vocal de clarinette/saxophone et guitare qui interprète ses propres compositions ainsi que des classiques du jazz et des chansons populaires.



Maria Vittoria GATTI

Chair of "I nostril tigli. Montafia", Italy Présidente de l'association « I nostri tigli. Montafia », Italie

Maria Vittoria Gatti is a retired secondary school teacher. She is from Montafia d'Asti, a small Lower Montferrat village at the edge of an area declared a UNESCO World Heritage Site in 2016. Having always

shown the keenest interest in her territorial birthright, she became Chair of the association "I nostri tigli" in November 2013, after the attempt to fell all the trees along the village's Viale della Rimembranza (Memorial Road). Through her tenacity and ability to bring people together, and with the support of a range of associations and other organizations, she succeeded in stopping the operation once and for all and in having substitutes planted, for which she was awarded the Legambiente prize for Best Protection of a Tree Avenue in 2017. Maria Vittoria is also editing the book "Presente!" that recounts the stories of soldiers from Montafia who fell in the First World War, and of their families

Maria Vittoria Gatti est professeur retraitée de l'enseignement secondaire supérieur. Originaire de Montafia d'Asti, un petit village du Bas Monferrato aux confins d'un territoire inscrit au Patrimoine mondial de l'Humanité en 2016. Intéressée depuis toujours par son territoire, elle est devenue présidente de l'association "I nostri tigli" en novembre 2013, après la tentative d'abattage de l'ensemble des arbres de l'ancienne Viale della Rimembranza (route du souvenir) du village. Grâce à sa ténacité et à sa capacité à rassembler, aidée de divers organismes et associations, elle est parvenue à bloquer définitivement l'abattage et à faire replanter les arbres abattus. Primée par Legambiente en 2017 pour la meilleure action de protection d'une allée, Maria Vittoria coordonne également l'ouvrage "Presente!", écrit pour racconter les histoires des soldats de Montafia tombés lors de la Première Guerre mondiale ainsi que de leurs familles.



Glenn WILLIAMS

Director, TREENET, Australia Directeur de TREENET, Australie

Glenn has enjoyed the role of Director of TREENET (Tree and Roadway Experimental and Educational Network) since January 2013. In a past life, Glenn has a background as a former school teacher and adult educator; followed by a professional career in local government as a Natural Resources Officer and personal involvement in the care and conservation of natural areas for over 30 years. As a former Natural Heritage Manager with the National Trust of South Australia, Glenn commanded the Trust's Register of Significant Trees. His experience supporting the panel of significant tree experts, only serves to increase his love affair with culturally significant trees. Glenn continues to support this work of the National Trust. As Director of TREENET, Glenn's passion for heritage tree conservation is rewarded with a focus on Australia's living memorials through the national Avenues of Honour project.

Glenn est depuis janvier 2013 directeur de TREENET - Tree and Roadway Experimental and Educational Network - un réseau de recherche et d'éducation autour des arbres et de la route. Auparavant, Glenn a été enseignant (pour enfants et adultes), puis a été en charge des ressources naturelles dans une collectivité locale. À titre personnel, il est impliqué depuis plus de 30 ans dans la gestion et la conservation d'espaces naturels. En tant que gestionnaire du patrimoine naturel au sein du National Trust d'Australie du Sud, Glenn a dirigé le répertoire des arbres remarquables (Register of Significant Trees). Son expérience aux côtés du groupe d'experts, spécialistes des arbres remarquables, a renforcé encore son histoire d'amour pour les arbres porteurs d'une dimension culturelle. Glenn continue à apporter son soutien au National Trust pour ce travail.



Katharina DUJESIEFKEN

Agricultural engineer, Coordinator Trees and tree avenues protection, BUND, Germany

Ingénieur agronome, référente Arbres et allées, BUND, Allemagne

Katharina Dujesiefken finished her studies at the University of Rostock in 1986 with a degree in agriculture. She became the head of a department for livestock farming in a state-owned agricultural farm. After training in business administration, marketing, law and English, followed by a residency in England, she worked as a speaker for Friends of the Earth Germany (BUND), national association Mecklenburg-Vorpommern, and since 2003 has been the leader of the BUND-Project "Tree and Avenue protection". During this time she qualified as an FLL (Forschungsgesellschaft Landschaftsentwicklung Landschaftsbau e.V.)-certified tree inspector and took part in training for tree maintenance at Justus-von-Liebig-School Hannover. She participates in different FLL working groups concerning tree inspection and maintenance as well as in trees and road safety working groups at FGSV (Forschungsgesellschaft für Straßen- und Verkehrswesen e. V.).

À l'issue de sa formation en agriculture à l'université de Rostock en 1986, Katharina Dujesiefken a dirigé un service de production animale dans une ferme d'État. Après une formation en Business administration, marketing, droit et anglais, suivie par un séjour en Angleterre, Katharina a travaillé comme porte-parole pour les Amis de la Terre Allemagne (BUND), section du Mecklembourg-Poméranie occidentale. Depuis 2003, elle dirige le programme "Protection des arbres et des allées" du BUND. Elle possède un certificat d'expertise en arboriculture de la FLL (Forschungsgesellschaft Landschaftsentwicklung Landschaftsbau e.V.) et a suivi une formation à la gestion des arbres à la Justus-von-Liebig-Schule à Hannovre. Elle participe à différents groupes de travail sur l'expertise et la gestion des arbres dans le cadre de la FLL ou sur les arbres et la sécurité routière dans le cadre de la FGSV (Forschungsgesellschaft für Straßen- und Verkehrswesen e. V.).



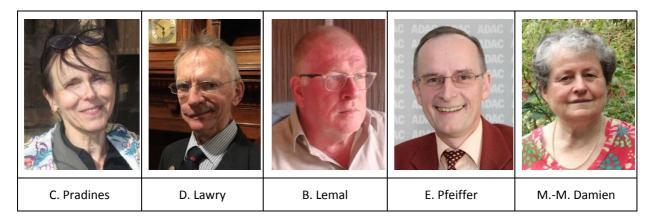
Piotr TYSZKO-CHMIELOWIEC

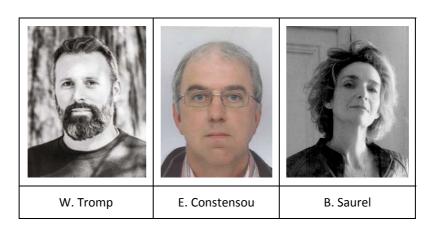
"Roads for Nature" programme leader, Fundacja EkoRozwoju, Poland Directeur du programme « Roads for Nature », Fundacja EkoRozwoju, Pologne

Piotr Tyszko-Chmielowiec, Ph.D. is conservationist and arborist, initiator and leader of the "Roads for Nature" avenue conservation programme at Foundation for Sustainable Development in Wrocław. Founder and Director of Tree Institute, a training and consulting institution, operator of the Certified Tree Inspector course. Forester by education, graduate of Warsaw Agricultural University (M.S.) and Virginia Tech in Blacksburg, Virginia, USA (Ph.D.).

Piotr Tyszko-Chmielowiec est ingénieur forestier, titulaire d'une maîtrise de l'université d'Agriculture de Varsovie et d'un doctorat de l'université Virginia Tech à Blacksburg, Virginie (USA). Environnementaliste et expert en arboriculture, Piotr est à l'origine du programme de protection des allées dénommé « Roads for Nature », qu'il dirige à la Fundacja EkoRozwoju (Fondation pour le développement durable) à Wrocław. Piotr est également le fondateur et directeur du Tree Institute, un organisme de formation et de conseil qui dispense des cours pour la certification des experts en arboriculture.

Table ronde - Panel discussion





Biographies

Chantal Pradines - Déléguée générale d'ALLEES-AVENUES / allées d'avenir/, France

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 - Managing Director of ALLÉES-AVENUES / avenues of the future /, France

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.

David LAWRY, OAM - Founder TREENET Avenues of Honour Project, Australia

David is the cofounder of TREENET (Tree and Roadway Experimental and Educational Network) in 1997 and the Founder of its Avenues of Honour Project in 2004. Having been born on Anzac Day 1948 his birthday coincides with Australia's National day of commemoration of WW1 and all subsequent wars in which it has participated. With this legacy he founded the AoH Project in memory of his uncle Lt W C Sheldon. Uncle Claude served with distinction in the 48th Battalion from 1916 at Pozières until his mortal wounding on September 27th 1918 assisting the 27th American Division during the advance on Gouy.

In 2009 David took part in the Anzac Day dawn service at Villers-Bretonneux as a member of the Unley Concert band and was later interviewed at the Australian memorial at Pozières by the ABC about his vision for Avenues of Honour. It is therefore David's greatest privilege to have been part of the Centennial Australian Memorial Avenue team at Pozières in 2018.

David LAWRY (Médaille de l'ordre de l'Australie) - Initiateur du projet « Avenues of Honour » de TREENET, Australie

David Lawry est l'un des fondateurs, en 1997, de TREENET (Tree and Roadway Experimental and Educational Network). Il est né en 1948 le jour de l'Anzac Day, journée australienne de commémoration de la Première Guerre mondiale et de toutes les guerres postérieures dans lesquelles le pays a été engagé. Héritier de ce passé, David a initié en 2004 le projet "Avenues of Honour" en mémoire de son oncle Lt W C Sheldon. Son oncle Claude s'est distingué par ses services dans le 48^{ème} Bataillon australien depuis 1916 à Pozières jusqu'à sa blessure mortelle le 27 septembre 1918, alors qu'il prêtait main-forte à la 27^{ème} Division américaine lors de l'avancée sur Gouy.

En 2009, David a participé au Dawn service, la cérémonie de commémoration de l'Anzac Day à Villers-Bretonneux en tant que membre de l'Unley Concert band. Il a ensuite été interrogé au mémorial australien de Pozières par la chaîne australienne ABC sur sa vision concernant les allées d'honneur australiennes. C'est par conséquent un immense privilège pour David que de faire partie de l'équipe du Centennial Australian Memorial Avenue, le projet d'allée mémorielle du centenaire, à Pozières en 2018.

Barthélémy LEMAL - Maire de la commune de Heining-lès-Bouzonville, France

Barthélémy Lemal travaille depuis 1973 aux Aciéries de Dillingen (Allemagne) en tant qu'électricien. Il est depuis plus de 30 ans membre du Comité d'entreprise. Depuis 2008, il est maire de la commune de Heining-lès-Bouzonville. Apiculteur depuis son plus jeune âge, père et grand-père, son engagement est au service des générations futures

Barthélémy LEMAL - Mayor of Heining-lès-Bouzonville, France

Barthélémy Lemal has been an electrician at the Aciéries de Dillingen steelworks (Germany) since 1973. He has been a member of the works council there for more than 30 years. He has been mayor of Heining-lès-Bouzonville (France) since 2008. A beekeeper since his youth, father and grandfather, his commitment is to serve future generations.

Erwin PFEIFFER - Board member, Deutsche Alleenstraße e.V., Deputy Head of Tourism, ADAC, Germany

Erwin Pfeiffer joined the ADAC (Allgemeiner Deutscher Automobilclub) in 1988 after studying geography and urban planning at the Technical University of Munich. Initially, he was responsible for the membership service, the organization of trade fairs and exhibitions and representing ADAC Tourism on national and international committees. In 1992, he took over the management of the Information Service Department and was responsible for the restructuring of the touristic distribution channels in the ADAC with almost 200 branch offices.

Since 1997, he has been responsible for the entire range of services offered by ADAC Club Tourism including the main services of route planning, tour advisory material (TourSet), online services and information for

special interests e.g. camping. Until 2014 he was member of the board of Viabono e.V., the nationwide environmental umbrella brand for tourism. Since 2004, Mr. Pfeiffer has been a member of the executive board of Arbeitsgemeinschaft Deutsche Alleenstraße e.V. He is on the research advisory board of dwif e. V., consulting and research for the tourism and leisure industry and every two years he is part of the jury of the German Tourism Award of DTV (Deutscher Tourismusverband). In his leisure time, as president, he leads the Porsche Club Isartal-München e.V. and is board member for Event and Touring in the umbrella organization of Porsche Club Deutschland e.V.

Erwin PFEIFFER - Administrateur de la Deutsche Alleenstraße e.V., Directeur adjoint Tourisme de l'ADAC, Allemagne

Après des études de géographie, d'urbanisme et d'aménagement du territoire à l'université technique de Munich, Erwin Pfeiffer rejoint l'ADAC (Allgemeiner Deutscher Automobilclub) en 1988. Dans le service dédié au camping, il est alors chargé des conseils aux adhérents, de l'organisation des salons et expositions ainsi que de la représentation de l'ADAC au sein de comités nationaux et internationaux. En 1992, il reprend la direction du service des informations touristiques et restructure les canaux d'information de plus de 200 agences de l'ADAC en Allemagne.

Depuis 1997, il est directeur adjoint de l'ADAC Club Tourisme, avec notamment la fourniture d'itinéraires, les guides de découverte touristique (Tourset), les services numériques ainsi que certaines thématiques particulières, telles que le camping. Jusqu'en 2014, Erwin Pfeiffer était administrateur de Viabono e.V., l'organisme de certification environnementale pour le tourisme. Depuis 2004, Erwin Pfeiffer est membre du bureau de l'Arbeitsgemeinschaft Deutsche Alleenstraße e.V. Il est également membre du comité consultatif de recherche de dwif e.V., un organisme de conseil et d'étude pour l'industrie du tourisme et des loisirs, et siège tous les deux ans dans le jury qui décerne le prix du Tourisme allemand de la Fédération allemande du tourisme (Deutscher Tourismusverband - DTV). Pendant ses loisirs, il préside le Porsche Club Isartal-München e.V. et est administrateur, en charge de l'événementiel et du tourisme, de la fédération des Clubs Porsche en Allemagne.

Marie-Madeleine DAMIEN, Secrétaire générale de l'association Paysages et Sites de mémoire de la Grande Guerre, Professeur Emérite de l'université Lille 1, France

Marie-Madeleine Damien est professeur émérite à l'université de Lille où elle a dirigé le master Aménagement touristique et valorisation du Patrimoine de 1996 à 2015.

Marie-Madeleine DAMIEN, General Secretary of the association Paysages et Sites de Mémoire de la Grande Guerre (Landscapes and Memorial Sites of the Great War), Professor Emeritus of the University of Lille 1, France

Marie-Madeleine Damien is Professor Emeritus of the University of Lille where she ran the Master's programme in Tourist Development and Promotion of Heritage from 1996 to 2015.

William TROMP - Délégué SFA (Société Française d'Arboriculture) Nord-Est, France

William Tromp, gérant de la société Vertical Paysage, spécialisée dans la taille et l'entretien des arbres, a été formé en 2004 au métier d'arboriste grimpeur. Élu au bureau régional de l'Unep (Union nationale des entreprises du paysage), membre du Groupe Technique de Métier « Elagueurs », William est délégué de la SFA (Société Française d'Arboriculture) pour le Nord-Est de la France.

William TROMP - Delegate, SFA (Société Française d'Arboriculture) North-Eastern region, France

William Tromp, manager of Vertical Paysage, a company specializing in tree maintenance and pruning, was trained as a climbing arborist in 2004. Elected to the regional committee of UNEP (national union of landscaping contractors), and a member of the Occupational Technical Group for "Tree Trimming", William is the SFA (Société Française d'Arboriculture) delegate for north-eastern France.

Erick CONSTENSOU - Chef du Service Techniques et Environnement de la Route, Direction des Routes, Conseil départemental de la Haute-Garonne, France

Issu d'une formation DUT Génie civil et routière, responsable d'un service qui élabore et propose à l'organe exécutif départemental toutes les politiques d'entretien et de maintenance du réseau routier départemental (6140 km soit parmi les plus importants de France par son linéaire). À ce titre, les actions de mon service concernent la route (structure et revêtement de chaussée) ainsi que les équipements de la route (panneaux, marquage, dispositifs de sécurité, etc.), les diverses actions en vue d'améliorer la sécurité routière et l'entretien des dépendances vertes et bleues (fauchage, fossés et plantations d'alignement).

La particularité du département de la Haute-Garonne est d'avoir un patrimoine de 62 000 arbres d'alignement situés, pour la majorité, à moins de 1 m du bord de chaussée et la volonté de préserver ce patrimoine naturel remarquable. Dans ce cadre, le département s'est doté d'une organisation spécifique afin de vérifier l'état phytosanitaire de chaque arbre, de maitriser les demandes d'abattages et de veiller aux replantations (mesures compensatoires) ... toujours en bord de RD.

Erick CONSTENSOU - Head of the Road environment and technical service, Roads Department, Haute Garonne County Council, France

Erick Constensou has a university qualification in Roads and Civil Engineering. He is in charge of the service that defines all the policies for upkeep and maintenance of the road network at the county level (6,140 km, i.e. one of the longest in France) and proposes them to the executive body. His work thus concerns roads (structure, surface) and all related works (signage, markings, safety equipment, etc.), all actions pertaining to improvement of road safety, and maintenance of 'blue and green infrastructures' (mowing, ditches, and... planting avenues).

A special feature of the Haute Garonne County Council is that it has 62,000 avenue trees, mostly less than 1 m from the edge of the road, combined with a determination to preserve this remarkable natural heritage. Accordingly, the Council has been organized to check the health of every tree, to manage requests for felling, and to ensure that new trees are planted (offset measures) consistently along county roads.

Béatrice SAUREL - Artiste, paysagiste, arboriste, chromatothérapeute, France

Passionnée par la force de la couleur et ses potentialités pour des créations dans le paysage - plus particulièrement les bois et les jardins, Béatrice Saurel mène depuis une dizaine d'années des œuvres collectives et personnelles valorisant l'énergie de l'arbre. Après diverses interprétations des arbres de soin (arbres à loques) réalisées avec Michel Racine - dans les bois du Festival international des jardins Chaumont-sur-Loire (2009, 10 et 11) et du Musée d'Art Moderne de Sao Paulo (2010) -, après la création et la mise en œuvre de l'atelier « Couleur/Espace » pour l'École Nationale Supérieure du Paysage de Versailles, Béatrice a créé divers jardins de soin dans les EHPAD. Sa passion pour les arbres l'a amenée à devenir arboriste afin de mieux soigner les arbres, mieux en parler, mieux les défendre.

Très attachée à la transmission et la pédagogie, elle a initié depuis dix ans des œuvres collectives dans plus de 23 classes maternelles et primaires dans le cadre du « Contrat local d'éducation artistique » pour l'Éducation nationale. En 2016, l'installation « Champs de paix » (1500m²) pour Amiens Métropole, commémorant la Bataille de la Somme, a réuni 24 classes en temps scolaire, plusieurs chantiers jeunes, un Ehpad et des structures associatives.

Béatrice SAUREL - Artist, landscaper, arborist, chromatotherapist, France

Fascinated by the strength of colour and the possibilities it offers for creations in the landscape—especially woods and gardens—, in the last ten years or so, Béatrice Saurel has been in charge of collective and individual works showcasing the energy of trees. After a number of interpretations of healing trees (rag trees) in conjunction with Michel Racine - in the woods of the International Gardens Festival, Chaumont sur Loire (2009, 10 and 11) and the Sao Paulo Museum of Modern Art (2010) -, after the creation and installation of the workshop "Colour/Space" for the École Nationale Supérieure du Paysage (landscape architecture school) in Versailles, Béatrice has created a number of healing gardens in retirement homes. Her passion for trees led to her becoming an arborist in order to better care for trees, better talk about them, and better defend them.

Aware of the importance of teaching and conveying information, in the last ten years she has been the driving force behind collective works in more than 23 kindergarten and primary-school classes under a "Local artistic education contract" with the French Ministry of Education. In 2016, her "Champs de paix" (1500 m²) installation commemorating the Battle of the Somme, commissioned by Amiens Métropole, was the work of 24 classes during school time, several young person's workshops, residents of a care home, and clubs and associations.

Simon LECLERC - Vice-président du Conseil départemental des Vosges, France

Né en 1979 à Neufchâteau, Simon LECLERC est l'aîné d'une fratrie de 3 enfants. Monitrice-éducatrice auprès d'adultes handicapés, sa mère lui inculque très tôt le respect de l'autre et le don de soi. Agriculteur, son père lui transmet le goût de l'effort et la rigueur.

Il passe toute sa scolarité sur les bancs de la cité néocastrienne et obtient un baccalauréat scientifique. Puis, après un DUT génie – chimique, une maîtrise d'économie et gestion de l'entreprise et un DESS Banque Finances, il rejoint la Banque Populaire de Lorraine comme chargé d'affaires.

Parallèlement, il s'engage dans la vie politique et rejoint l'UMP. En 2004, il devient responsable des jeunes populaires du département des Vosges.

En 2008, il remporte les élections municipales et devient Maire de la cité qui l'a vu grandir et Président de la Communauté de Communes (postes qu'il occupe toujours à ce jour).

Conseiller Général depuis 2011, il est aussi Vice-Président du Conseil Départemental chargé des transports.

Simon LECLERC - Vice-chair of Vosges county council, France



Denys CORDONNIER

Animateur, France - Moderator, France

Ingénieur de l'École des Mines, Denys Cordonnier se définit souvent comme facilitateur. Le temps d'un événement, d'une démarche ou d'un projet, son rôle consiste à faire que les participants, dans leur diversité, croisent leur expérience et leur savoir afin d'agir pour un monde plus juste, plus solidaire, plus respectueux. Valeur Plus est la toute petite entreprise qu'il a créée il y a 17 ans pour cela. Et pour lui, avoir des arbres dans son jardin, même s'ils ne sont pas en allée, est une chance!

Denys Cordonnier, graduate engineer of the École des Mines, sees his role as that of a facilitator. During any kind of event, procedure, or project, his role is to make sure that participants, in all their diversity, swap notes regarding their experience and knowledge in order to help work towards a fairer world, one imbued with greater solidarity and respect. Valeur Plus is the small company he created 17 years ago for that purpose. He considers himself very lucky to have trees in his garden, even if they do not form an avenue!

Articles

Papers

Infrastructures routières : les allées d'arbres dans le paysage

Road infrastructures: tree avenues in the landscape

Chantal PRADINES

Déléguée générale de l'association ALLEES-AVENUES / allées d'avenir - Managing Director, ALLÉES-AVENUES / allées d'avenir /

Le Conseil de l'Europe, en publiant le rapport « Infrastructures routières : les allées d'arbres dans le paysage » dans le cadre des travaux de la Convention européenne du paysage, souligne la place particulière des allées d'arbres dans le paysage européen. L'Europe aurait-elle le monopole des allées d'arbres ? Non, mais c'est en Europe que l'histoire des allées présente la plus grande continuité dans le temps - près de 5 siècles aujourd'hui -, qu'elle présente la plus grande cohérence - avec une codification précise dans les traités des jardins, comme celui de Jacques Boyceau en 1638 -, et qu'elle a connu la plus grande diffusion, couvrant la Pan-Europe.

Balbutiante dans les jardins italiens du milieu du 15^{ème} siècle, l'histoire des allées d'arbres se développe véritablement en Europe à partir du milieu du 16^{ème} siècle : les allées surgissent aux portes des villes sous forme de promenades et de mails, sur les remparts, le long des routes, dans les jardins.

L'histoire des allées d'arbres est une histoire de circulation des idées qui s'appuie sur la circulation des hommes (visites privées, unions, embauche de jardiniers, d'architectes ou d'ingénieurs, Grand Tour des aristocrates, colonisation), sur la circulation des écrits (traités d'architecture et de jardinage), et sur la circulation des arbres. Les rencontres, les échanges et le franchissement des frontières sont indissociables de cette histoire.

La France y occupe une place particulière. Il semble que le premier texte européen imposant de planter au bord des routes soit l'ordonnance française du roi Henri II en 1552. Surtout, le jardin « à la Française » assurera à cette forme d'aménagement de l'espace son rayonnement en Europe, que viendront renforcer les ingénieurs et l'emprise de l'administration napoléonienne. L'utilisation des termes allée et avenue pour désigner les voies quelle que soit leur nature, route, rue, chemin - bordées d'alignements d'arbres dans plus de 10 pays européens en atteste encore aujourd'hui...

Dans le jardin, en même temps qu'elle fait fonction de « promenoir », l'allée sert à guider le regard vers l'entrée de la demeure ou un élément du jardin que l'on veut mettre en valeur ; elle indique aussi l'étendue des possessions du maître des lieux. Dans le cas des plantations des routes, des rues ou des remparts, ces considérations d'agrément et de prestige viennent se superposer à des considérations techniques et pratiques - production de bois, de feuilles, de fruits, ombrage, guidage, assainissement de la chaussée, assainissement de l'air, etc.- Jardins, villes, campagnes : l'histoire des allées s'est poursuivie sur tous les fronts jusqu'à aujourd'hui, où cette double vocation, utilitaire et esthétique, reste toujours d'actualité. Au besoin de produire du bois s'est substituée l'importance de stocker le carbone ou de dépolluer et la nécessité de préserver la biodiversité - les allées constituant des biotopes et des corridors écologiques à haute valeur.

La deuxième moitié du 19^{ème} siècle est une période d'intenses plantations en Europe, en ville comme à la campagne. Les fortifications non encore transformées en boulevards plantés le sont comme à Genève ou à Bruxelles. Les aménagements haussmanniens déploient les plantations le long des rues, faisant doubler le nombre d'arbres d'alignement à Paris, qui atteint près de 100 000. L'arbre en alignement est présent partout, accompagnant les édifices publics qui se construisent, les gares, les écoles, et même les cimetières. Avec le régénérationnisme espagnol, des centaines de milliers d'arbres sont plantés le long des routes d'Espagne. Le Luxembourg se couvre d'allées fruitières, tout comme l'Autriche ou la Suisse – les arbres fruitiers le long des routes cantonales du Neuenburg se comptent par milliers.

À l'aube du 20^{ème} siècle, lorsqu'éclate la 1^{ère} Guerre mondiale, la France compte environ 3 millions d'arbres le long de ses routes de rase campagne. Les routes royales belges en alignent 800 000. C'est ce vieux paysage où l'arbre et l'allée sont omniprésents que découvrent les soldats australiens qui viennent de quitter un continent où les entrées de villes ont, elles aussi, commencé à être plantées -sous l'impulsion des associations de tourisme, et dans le but de « civiliser » l'espace à la manière européenne.

La Grande Guerre achevée, et dans certains cas même pendant celle-ci, un chapitre nouveau vient s'ajouter à l'histoire des allées : celui des centaines, peut-être un millier, d'allées mémorielles plantées en l'honneur des soldats, principalement dans le Commonwealth. La nécessité de disposer d'un espace de souvenir personnel lorsque les tombes, à des centaines voire des milliers de kilomètres, n'étaient pas accessibles, s'était imposée.

Les paysages européens ne sont certainement pas étrangers à cette pratique. Planter des arbres en allées pour ses fils et ses filles morts à la guerre, c'est, pour l'Australie par exemple, s'inscrire dans ce mouvement d'européanisation de l'espace déjà engagé dans les villes. Les paysages européens ont joué aussi un rôle plus direct, souligné dans certains discours d'inauguration: ces monuments arborés devaient rappeler ce cadre « exotique » que leurs enfants avaient découvert d'abord depuis les fenêtres du train et qui les avait charmés, comme en témoignent leurs lettres; ces routes qu'ils avaient ensuite parcourues à pied dans leur montée au front, inlassablement bordées d'arbres au garde-à-vous.

Le choix de réaliser des allées pour honorer les disparus s'était inscrit dans un débat sur l'opportunité d'opter pour un monument qui soit esthétique - pour les morts -, ou utile - bénéficiant à la communauté qui se reconstruisait. Les allées, de fait, dépassaient ce débat, situées comme elles le sont toujours à la croisée de l'utile (ici, la route) et de l'esthétique (la cathédrale végétale).

« Une belle allée d'arbres » est un symbole de « l'éternelle victoire de la vie sur la mort, reposant l'oeil et l'âme du passant reconnaissant » écrivait, au Canada, le Saskatoon Daily Phoenix en 1923. Cent ans plus tard, n'est-ce pas encore la beauté qui transcende le souvenir, comme l'exprime une habitante de Bacchus Marsh, en Australie : bien qu'ayant vécu toute sa vie à proximité de l'allée où plusieurs arbres sont dédiés à des membres de sa famille, elle reste émue : « Chaque fois que je passe en voiture, que ce soit une fois par semaine ou trois fois, je me dis : cette allée n'est-elle pas magnifique ? ». Ces allées, toutes les allées, ne sont-elles pas magnifiques ?

Notes

1. En France, l'article L350-3 du code de l'environnement justifie la protection des allées par leur triple intérêt, biodiversité - culture - aménités. Il suit ainsi les recommandations du rapport « Infrastructures routières : les allées d'arbres dans le paysage » publié par le Conseil de l'Europe, recommandations qui découlent de l'analyse et de la synthèse des meilleures pratiques européennes. Il scelle ainsi la nature multiple des allées d'arbres.

Code de l'environnement, Article L350-3

« Art. L. 350-3. – Les allées d'arbres et alignements d'arbres qui bordent les voies de communication constituent un patrimoine culturel et une source d'aménités, en plus de leur rôle pour la préservation de la biodiversité, et à ce titre font l'objet d'une protection spécifique. Ils sont protégés, appelant ainsi une conservation, à savoir leur maintien et leur renouvellement, et une mise en valeur spécifiques. Le fait d'abattre, de porter atteinte à l'arbre, de compromettre la conservation ou de modifier radicalement l'aspect d'un ou de plusieurs arbres d'une allée ou d'un alignement d'arbres est interdit sauf lorsqu'il est démontré que l'état sanitaire ou mécanique des arbres présente un danger pour la sécurité des personnes et des biens ou un danger sanitaire pour les autres arbres ou bien lorsque l'esthétique de la composition ne peut plus être assurée et que la préservation de la biodiversité peut être obtenue par d'autres mesures.

« Des dérogations peuvent être accordées par l'autorité administrative compétente pour les besoins de projets de construction.

« Le fait d'abattre, de porter atteinte à l'arbre, de compromettre la conservation ou de modifier radicalement l'aspect d'un ou de plusieurs arbres d'une allée ou d'un alignement d'arbres donne lieu, y compris en cas d'autorisation ou de dérogation, à des mesures compensatoires locales, comprenant un volet en nature (plantations) et un volet financier destiné à assurer l'entretien ultérieur.

French Environmental Code, Article L350-3

"Art. L. 350-3. — Tree avenues and alignments along the sides of ways of communication constitute a cultural heritage and a source of enjoyment, in addition to their role in the preservation of biodiversity, and for this reason shall be afforded special protection. This duty of protection calls for special conservation measures, i.e. maintenance and renewal, and promotion. Felling, damaging, comprising the conservation of or radically modifying the appearance of one or more trees in an avenue or alignment is prohibited unless it can be shown that the health or strength of the trees entails a risk for the safety of persons and assets or a health hazard for other trees, or when the aesthetics of the composition can no longer be guaranteed and preservation of biodiversity can be achieved by other means..

"Derogations may be granted by the competent administrative authority for the requirements of construction projects.

"Felling, damaging, comprising the conservation of or radically modifying the appearance of one or more trees in an avenue or alignment shall, including in the event of authorization or derogation, give rise to local offset measures that shall include a component 'in kind' (planting) and a financial component for subsequent maintenance.

Le Conseil de l'Europe et la Convention européenne du paysage : de la guerre à la paix

The Council of Europe and the European Landscape Convention: from war to peace

Maguelonne DÉJEANT-PONS

Secrétaire exécutive de la Convention européenne du Paysage. Conseil de l'Europe - Executive Secretary of the European Landscape Convention, Council of Europe

En 1945, à la fin de la Seconde Guerre mondiale, l'Europe, affligée de destructions et de souffrances sans précédent, doit faire face à de nouveaux défis politiques, la réconciliation des peuples d'Europe en particulier. Cette situation est propice à la construction européenne par la création d'institutions communes. Le Conseil de l'Europe est ainsi institué en tant qu'organisation intergouvernementale le 5 mai 1949. L'Organisation rassemble à présent les ressortissants de ses 47 États membres, par le biais des normes juridiques dans les domaines de la protection des droits de l'homme, du renforcement de la démocratie et de la prééminence du droit. Adoptée par le Comité des Ministres de l'Organisation en l'an 2000, la Convention européenne du paysage inscrit la dimension du paysage au rang des sujets de préoccupation des gouvernements. La question des allées d'arbres a fait l'objet de travaux spécifiques avec la publication du rapport « Infrastructures routières : les allées d'arbres dans le paysage », publié dans l'ouvrage « Facettes du paysage : réflexions et propositions pour la mise en œuvre de la Convention européenne du paysage », Ed. du Conseil de l'Europe, 2012.

www.coe.int/EuropeanLandscapeConvention www.coe.int/Conventioneuropeennedupaysage

The avenue at war: From formal avenue to shattered splinters

L'allée dans la guerre : de l'allée formelle à un champ d'esquilles

Professor Paul GOUGH

RMIT University, Australia - RMIT University, Australie

'Another taunting V'

The column march has become one of the lasting images of the Great War. Having endured an apparently aimless and endless train journey from base-camp to railhead, troops of the British Expeditionary Force marched to war along the great tree-lined roads of Northern France and Flanders. In the opening months of the war never had an environment seemed so suited to the patriotic mood of determination and purpose:

'... on the way to Shrapnel Corner: a long road across a wide plain, no buildings no trees except an avenue of precisely spaced Lombardy poplars which tucked in the road, so to say: no abrupt turnings, no side tracks, no ups, no downs. A road not to be taken casually, the first step obviously committing one to going on to some end.' ¹

The avenue epitomised the 'foreignness' of France. It soon became a popular motif in letters, poetry and drawings. One combatant described his first column march 'along a great road which stretched to the horizon as straight as only a French road can be.' ² However, exhilaration gave way to fatigue: soldier-artist Keith Henderson wrote wearily of 'poplars and more poplars. Still we rumble on through symmetrical France.' ³ Another wrote of the debilitating infinity of the French highway:

'The tree-lined sides stretched ahead, the perspective drawing them together in a never-ending V for a couple of kilometres or so. There would be a slight change of direction and straight ahead another taunting V.'

As the fighting on the Western Front became static the imagery of momentum had to be conveyed not through the diction of dynamic motion, but through a re-appraisal of the spatial and temporal diagonal of the landscape, and in particular the avenue.

Across the 'empty battlefield' that characterised the middle three years of the war (1915 - 1917) the role of the avenue in the battle landscape changed. Here, I offer a parallel between the several 'stages' of the avenue as it traversed the static battle and three recognisable stages in the course of a river. ⁵

Geographers have identified three stages in the evolution of a river from watershed to estuary and these can be likened to the nature of the avenue on a fixed war front: both avenue and river share an energetic, youthful Early Stage characterised by propulsion and forward momentum: this is followed by a Middle Stage where momentum is lost and the route becomes circuitous as the initial energy is blocked and diverted: the Final Stage is typically lethargic, meandering, often idle.

On the Western Front, the avenue in its early stage was a thrusting, relentlessly direct route to the war front, like a surrogate railway line moving troops with maximum speed into a spatially homogeneous and secure environment.

After this channelled energy, the avenue was gradually absorbed into the active war zone. Here it was prone to shellfire and over time was reduced to a bare and denuded road with trees stripped of leaves and branches. In this middle stage the avenue's function in a rational perspectival system came to be torn apart, its singular direction was replaced by confused and ambiguous directions, and its axial function within formalised geometric ground plans was submerged in the debris of No Man's Land. In the final phase the singular directional sense was lost completely, and is best represented in the potent image of a single duckboard track meandering, almost aimlessly, across the levelled wastes of the flooded battlefield.

Early dynamic stage

Direct, unambiguous, assertive - the endless highways of northern France seemed the perfect embodiment of a martial ideal. Indeed, it might be argued that the image of a formal road in this fresh, thrusting early stage

played a similar iconographic role to the railway system across the British Empire - it first neutralised, then commanded space by deeply penetrating the interior of hostile country. Certainly, its part in the official rhetoric of Government propaganda was not lost: recruiting posters often featured soldiers marching unhesitatingly in columns, admirably aided by straight undeviating roads lined with trees.

Possibly, the greatest creative image of the thrusting energy of the tree-lined road cutting its way like a mountain river was created by the British artist Paul Nash. His lithograph *Marching at Night* describes an endless column of men moving through the closed space of an avenue. He simplified the avenue and the column into basic geometric blocks: the troops at the front of the column seem to stride out of the lower edge of the picture frame, while the geometrically simplified poplar trees in the avenue cut back into deep pictorial space.

The picture captures one of the peculiar optical effects caused by the regular spacing and uniform height of a long tree-lined road at night recalled by another soldier- artist Paul Maze on the road south of the Aisne:

...a late moon appeared, ascending slowly into a perfect round above the dark line defining the far distance, the trees silhouetted against it appeared to slide backwards as we moved forwards. ⁶

The middle stage of lost momentum

As the avenue 'approached' the active war zone, it entered a complex middle stage. Nash had achieved a sense of forward momentum by using a single vanishing point and by drawing the trees in two simplified, regimented rows. Any interruption in these rows would cause an uneven accent in the dominant rhythm and undermine the directional energy and perspectival simplicity of the avenue.

In an avenue, a missing bough or a snapped trunk could give a clue to the nearness or direction of battle. Edward Handley Read's picture Somewhere in France conveys this notion of imminent, directional threat by depicting a single fallen tree bough and plume of smoke, which both assume great significance in this deserted warscape.

The avenue could convey, in a single image, the effects of the passage of time on the deserted battlefield and the ways in which warfare altered the spatial understanding of the battle terrain. Here is evidence of how time could be measured:

Along the voluminous velvety roads one rolls under plumy avenues of trees. And then the road becomes less velvety, and the avenues by degrees less plumy, till at once they are only stark skeletons, gap-toothed and shell-shattered in their rows. ⁷

Emerging from a small wood behind the battle zone another combatant assumed the road would stretch ahead 'as straight as an arrow for miles'. But the column then marched into a very different environment:

... we find ourselves back again on the Anzin Road and are immediately struck by the sudden changes in the landscape, the village of St Aubin is in ruins and only stumps of trees line the road.⁸

Writing about the peculiar spatiality of the Front, the soldier-poet T.E.Hulme described in 1915 the sudden alterations in the 'feel', though not always the appearance, of the landscape. 'In peacetime' he wrote, 'each direction of the road is as it were indifferent, it all goes on ad infinitum. But now you know that certain roads lead as it were, up to an abyss.' ⁹

Many other writers and artists found it a powerful motif, perfectly suited to express the uncertainties and unpredictability of siege warfare. If a denuded avenue pointed tactically in the wrong direction it became simply irrelevant. Ian Strang's watercolour, The Menin Road with Tanks shows a road that is now churned and impassable, and the tanks' movement from right to left across the picture is proof that the orientation of the avenue is meaningless. There are now many paths across the battlefield, not just the one dynamic route implied by the avenue.

The late stage

As it crossed the battlefield the avenue was remorselessly ground down: trees shattered, straightness lost, forward propulsion abandoned. In the formal gardens of desolated chateaux it had simply vanished; its energy dissipated into the inertia of the desert of the Western Front.

The sole pathway across the landscape now took the form of a long blackened timber track, each piece laid side by side, floating on the liquid mud. Tracks meandered across the battlefield, weaving between craters, taking the line of least resistance, like an aged river that has run its course. It was the trademark of a lost cause:

Hopeless greyness, a landscape with only one colour, the dim greyness of mud below and a pall of cloud above. It was surely man's greatest devastation to date, nothing unobliterated that had been there before, but now only the duckboard tracks, the broken white tapes, the 'corduroy' road over the sea of shell-pitted mud. ¹⁰

Artist Louis Ginnett's painting of the Ypres Salient is an exact metaphor for inertia and hopelessness. It shows a meandering track wandering aimlessly into the beleaguered landscape and then, like a river delta, splits in two, before vanishing into the mud. This seemed to be terminal, the end stage; although not quite.

To some artists and writers, it was also an unconscious reminder of the meandering English country lane, much used in recruiting posters to spur civilians to defend their homeland: 'Isn't this worth fighting for?' asked one such poster, depicting an arcadia of thatched cottages, rolling meadows and leisurely winding lanes.

It was the final twist of the meandering road lined gracefully with trees, and to many the avenue would appeal as the most fitting memorial to fallen comrades. Officer Alexander Douglas Gillespie wrote from the trenches in 1916 that once the war had ended the governments of France and England should construct one long avenue between the lines from the Vosges to the sea. 'It would', he argued 'make a fine broad road on the 'No Man's Land' between the lines, with paths for pilgrims on foot, and plant trees for shade, and fruit trees so that the soil should not be altogether waste'. ¹¹

But Gillespie's vision of a Via Sacra was not to be. Despite much enthusiasm in the press, his vision of an endless commemorative avenue perished, as did he, in the formless void of the trenches.

Notes

- 1. Bernard Martin, Poor bloody Infantry: A Subaltern on the Western Front, 1987, p.41.
- 2. Charles Douie, The Weary Road: Recollections of a Subaltern of Infantry (1929/1988) p.39.
- 3. Keith Henderson, Letters to Helen, 1917, p.4. Letter dated 6 June 1916.
- 4. George Coppard, With a Machine Gun to Cambrai, 1980, p.11.
- 5. Although now a rather dated geographical notion, a concise explanation of the three stages in the river's life is in L. Dudley Stamp, Britain's Structure and Scenery, New Naturalist, 1946 /Fontana 1972, pp.60-63.
- 6. Paul Maze. A Frenchman in Khaki, 1934, p.35. Extract dated 31 August 1914.
- 7. Cited in Alistair Horne, The Price of Glory, 1962, p.24.
- 8. Phillip Gibbs, Realities of War, 1920, p.292.
- 9. T.E. Hulme, 'Diary from the Trenches', Further Speculations, (Editor, Sam Hynes), Minneapolis, University of Minnesota Press, 1955, p.157.
- 10. H.E.I. Mellersh, A Schoolboy at War, 1978, p. 135 136.
- 11. Alexander Douglas Gillespie, 'The Sacred Way', Letters from Flanders, Smith. Elder and Co., 1916, also quoted at length in E.B. Osborn (Ed), New Elizabethans. Bodley Head, 1919, pp. 112 114.



L'arbre et sa charge symbolique

Trees and their symbolic weight

Georges FETERMAN

Président d'A.R.B.R.E.S. - Chairman of A.R.B.R.E.S.

L'arbre est à la mode ! On s'inquiète pour son avenir, auquel on lie le nôtre. On s'intéresse à son mode de vie, révélant des formes de communication ou de coopération. Certains recherchent une énergie vitale à son contact quand d'autres s'émerveillent des formidables pouvoirs qu'il recèle.

Au fil des temps, les hommes se sont « approprié » certains arbres, devenus témoins historiques, comme les arbres de la Liberté, liés à la Révolution, ou symboles religieux, comme certains ifs des cimetières normands.

Certains arbres ont trouvé leur place dans la dimension culturelle des hommes. Ils ont été peints par des artistes, évoqués par des écrivains, chantés par des poètes. Ils ont donné leur nom à des personnes ou à des villages, à moins qu'ils n'aient été intégrés à des légendes. Certains même ont été parés de vertus et de qualités humaines, au point de devenir guérisseurs.

Avant tout êtres vivants, ils continuent à exister dans la conscience des hommes, même lorsqu'ils disparaissent!

Arboreal Eloquence: First World War Memorial Avenues

L'éloquence des arbres : les allées mémorielles de la Première Guerre mondiale

Jo-anne MORGAN

PhD (Geography), University of Canterbury, New-Zealand - Dr en géographie, Université de Canterbury

In 1915 Alexander Gillespie, an officer with the Argyll and Sutherland Highlanders, wrote a letter in France imagining the post-war 'No Man's Land', running from the Vosges to the sea, as a long avenue of trees. He saw this corridor, having been made sacred by the blood of those who had died, as a place where the populace could visit as an act of pilgrimage and reflection (Retter, 2018). While this idea may not have been actioned, First World War memorial avenues, which first appeared in 1916, have embodied the essence of his idea. As visionary, innovative, living, community-involved memorials, they bought together local and national understandings of war and loss with the most up-to-date war commemoration concepts.

The memorial avenues of the First World War represented democratisation of memory, individualisation of sacrifice and for many, the naming of the dead. These were not traditional representations. In Britain these concepts only started to emerge 60 years prior through commemoration of the Crimean War, which recognised the role and sacrifice made by the common soldier. Exposure of leadership ineptitude and the woeful conditions faced by soldiers by newspaper war correspondents, made visible the experiences of the common soldier to the reading public; importantly, they were seen to exhibit traits previously attributed to the officer ranks and above, for example, courage and bravery. The common soldier emerged as the new military hero and ultimately worthy of commemoration (Figes, 2010). This was a complete break with the earlier tradition, that of war commemoration of celebrating victors and victories in monumental statues for example. As a result there were major shifts in responsibility for memorialising the war dead, its form and location. However, it was not until the First World War that the recognition of service, sacrifice and loss was fully democratised, individualised and named.

Contemporary with these war memorial developments was the emergence of planting trees for commemorative purposes. In Britain this was popularised by Queen Victoria and Prince Albert and the practice soon spread to the British colonies and America. Multiple international, national and local events and memories were anchored in the landscape by trees, beautifying large cities and small towns alike. Arbor Day, an American concept initiated in 1872, beautifying societies and other similar groups promoted the planting of trees. By 1914 many urban and rural areas had made some progress in beautifying their places. Britain's tree consciousness was heightened further as "the woods went to war", commandeered to fulfil the insatiable demand for trees, for munitions packaging and props for coal pits and trenches (Grieves and White, 2014:26). Overall, communities with tree consciousness were likely more open to the idea of an avenue of trees for their war memorial.

The memorial avenue was one of a wide range of possible choices for commemoration. In 1919 New Zealand communities were reminded that when choosing a memorial it should capture the emotion of the day, perpetuate memory and act as inspiration for future generations (Montgomery, 1919). However, across the British Empire and America there were varying levels of debate over what was considered an appropriate war memorial (Stephens, 2010). Supporters of traditional aesthetic monuments, those looking to the past for inspiration, competed with supporters of utilitarian forms who looked to the future, to provide for the living. Others argued that a new form of memorial was required to effectively pay tribute and carry memory forward. The resulting choice of memorial reflected the effectiveness of the rhetoric (Maclean & Phillips, 1990; Inglis, 1998; Shanken, 2002). Memorial avenues rose as a hybrid form, offering both memorial and utility/amenity functions, enabling communities to draw emphasis from either or both sets of characteristics (Inglis, 1998).

During and after the war, memorial avenues were planted in Australia, Canada, Great Britain, Italy, New Zealand and the United States. The decision to plant a memorial avenue was often less acrimonious than for other commemorative types and offered a range of distinct form and organisational differences. As living memorial the avenue would grow and change with the seasons, age and die; evolving as the trees changed size and shape and took years to mature. The trees could be used to acknowledge individualised service and

sacrifice within a collective monument. Attributing the trees to individual soldiers bought private memory into public spaces. At a practical level the avenues were simple to design and implement, affordable and highly visible. Specialised knowledge and skills could be sourced locally and community participation was encouraged. Women were not marginalised, participating in all levels of planning and execution, with involvement varying by community. The best Australasian example is the Ballarat Avenue of Honour. Children also had opportunities to help and plant. The memorial avenue had a living inclusivity that was not evident with the patriarchal stone memorials, being predominantly organised by local government and other leading men in the various communities.

At a quick glance many memorials avenues look similar. However, within this convergence of form and function there was considerable variation. This resulted from a myriad of local organising committees making numerous decisions on multiple areas of consideration. These were both practical and ceremonial, such as who was to be recognised, what tree species and when to plant the trees, location, who was to plant the trees, signage and how much information, whether the trees were to be linked to soldiers, and finally, what form the ceremony would take and who was to preside. The level of democratised memory also varied due to the method of name collection and how the cost of the memorial was to be funded. This meant that not every memorial avenue was a full commitment to identification of individual sacrifice and inclusive naming of the dead (Morgan. 2008).

Local understandings of memorial avenues were generally framed and articulated through official speeches at planting and/or dedication ceremonies. Ceremonies were predominantly led by local officials and external dignitaries. At every ceremony the trees were charged with the perpetuation of the memory of the men and women who served and died. They were to act as prompts for decades, centuries or even in perpetuity. Ideals of service and tree imagery was inscribed onto the trees with phrases such as 'men who were once like strong young trees', 'emblems of sacrifice', 'tree of freedom', 'inspiration', 'reminder' and to 'memory kept fresh and green'. They talked of noble sacrifice, country and Empire. Speakers also articulated other themes. Links were made to the beautifying nature of the avenues. This function was important in many 'young' towns and cities across the British Empire and America where amenity and landscape enhancement were limited. Before the end of the war ceremonies also became platforms for propaganda and active recruitment for service.

Within the communities that planted memorial trees there were competing public and private needs and requirements. With an estimated 9 million soldiers killed from all sides of the war, a huge number of families and friends were directly affected (Kulhman, 2012). In Australia it was estimated that every Australian citizen was related to or knew someone who died (Haddow, 1988); in New Zealand it was every family (Harper, 2001). The impetus to commemorate was driven by the community and the grieving families. However, the community's aim was to appropriately pay tribute to those who had died and in doing so highlight the contribution that the community had made, whereas, mourning parents and family wanted to memorialise their loved one or multiple sons (Pisani, 2017). They usually had no body to bury and no control over how the public memory of their loved one was framed. The dead were to be remembered for the cause they died for and their role at time of death, shaped by official language, war rhetoric and official memory (Ziino, 2003). For the mourners, the trees became surrogate burial places and gravestones to remember the private memories of sons, brothers, husbands and fathers.

The First World War memorial avenues were a graceful expression of the changes in the representation of war memory that started after the Crimean War. The combining of nature and memorialisation built on individual community's ability to envisage a memorial that, at planting, look very different to a fully-fledged avenue. Avenues and their trees would speak of service and sacrifice to generations to come. Functioning as public and private memorials, they were tributes and virtual graves, constructed around individual military personas. With trees as metaphors for the once-living men and women, they were sites of reflection and comfort that emphasised democratised memory, individualised sacrifice and the naming of the dead.

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Australia's Avenues of Honour – Living memorials

Les allées d'honneur australiennes - Mémoriaux vivants

Stuart READ

Landscape architect, horticulturist, expert member of ICOMOS-IFLA international scientific committee on cultural landscapes - Architecte paysagiste, horticulteur, membre du Comité scientifique international ICOMOS-IFLA sur les paysages culturels

This paper gives an overview and examples. Honour Avenues are poignant reminders of patriotism and community spirit. We need to conserve them, gain heritage listings and better management for their future.



Fraser Avenue, King's Park, Perth: Qld. lemon-scented gums. Not initially an Honour Avenue, but replanted in 1938 and dedicated as a memorial avenue in 1966, it replaced a failed ornamental avenue (S.Read).

'Australia ... has more war memorials than any other country...Many believed that the utilitarian memorial was sacrilegious to the dead and so the idea of a living memorial gained favour. Planting trees was seen as a symbol of hope for the future but above all it was seen as something tangible which ordinary people could become personally involved with' (Correy, 1994).

Australia's 1914 population of 3 million had 415,000 in military service in World War 1. 60,000 died. This was one in five, leaving lasting scars. Avenues were a positive way to remember and honour them and others. One sample: in 1916 the Anzac troops' landing at Gallipoli led the Victorian Department of Education to encourage state schools to use Arbor Day to plant native trees to celebrate the landing. A number (avenues) remain.

Between 1917 and 1921, hundreds were planted. Australia's first was in Willunga in the Adelaide Hills (1915), then in Stirling, Mount Lofty, (SA: 9/9/1915) (Glenn Williams, pers. comm., 8/2018), followed by Torquay, Greater Geelong (Vic.: 23/6/1916), Ceres (Vic. 30/6/1916), other Victorian ones, then Laurieton, NSW (19/8/1916) and Eumundi in Queensland (1917). The most famous was planted from 1917-19, stretching over 22km between Ballarat and neighbouring town, Learmonth.

Treenet launched 'The Avenues of Honour 1915-2015 Project' in 2004. It aimed to honour with a tree the memory of all who died for Australia, by documenting, preserving, reinstating and establishing new avenues by the 2015 Gallipoli Centenary. It succeeded. Treenet **combined** under the name 'Avenues of Honour' Boer War, WW1 and WW2 memorial avenues. This is different to the approach of the Australian Garden History Society (AGHS).

Treenet's survey in 2006 found 567 Avenues of Honour (half in Victoria) remaining in some form, some in poor condition. Most are on public land, managed by local Councils, some with management committees. Cockerell (2006?) cited a national survey of 533 councils and Returned Services League (RSL) branches identifying 80. She concluded in 2007 that **568** avenues were known around Australia. NB: that includes avenues for World War 2 and the Boer War.

The AGHS formed in 1980 from concern for historic gardens from a heritage perspective – seeking better recording, understanding, conservation and celebration. It has some 1500 members and a long interest in memorial avenues. Articles appeared in its journal, *Australian Garden History* from 1999 (Crone, 18).

Entries on 'Commemorative and Memorial Gardens' (Correy) and 'Avenues' (Dargavel) were in AGHS's benchmark 2002 reference, the *Oxford Companion to Australian Gardens* (OCAG). AGHS member Sarah Wood has toured a photographic exhibition of Victoria's avenues in 2010 at Melbourne's *Shrine of Remembrance*, in 2012 at Ballarat and more recently, in France.

As a member of AGHS's national management committee, I became aware of Treenet's project in 2010 and convinced colleagues it was worth mirroring and expanding. With input from branches and individuals, we have published a list of avenues since 2010. AGHS also publish a national 'Landscapes at Risk' list which includes avenues under threat. Both are at www.gardenhistorysociety.org.au/advocacy.

AGHS's lists distinguish between seven eras and 'types' of plantings, one of which is Honour Avenues.

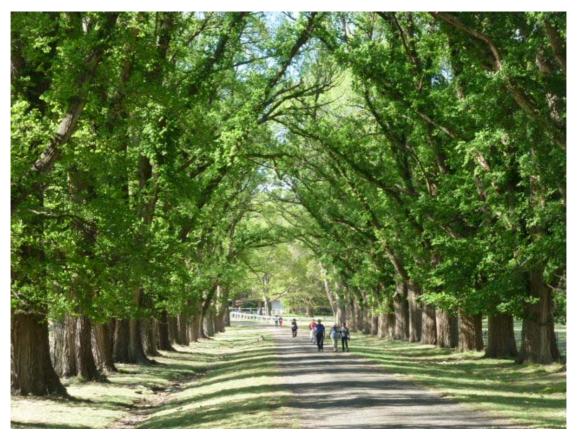
The aims in publishing such lists are to:

- inform community, AGHS members and branches;
- encourage action e.g.: advocacy for replanting;
- encourage events promoting awareness and involvement; and
- advocate for heritage protection, replanting, interpretation and celebration.

August 2018 figures show AGHS has identified **412** Honour Avenues across Australia. We note a national upsurge in replanting, re-plaquing, creating new or replacement avenues over 2015's Centenary of Anzac and various WW1-related 2018 centenary dates. Following are brief overviews of some.

Queensland's oldest avenue is at Eumundi, on Memorial Drive (main street) and Gridley Street. It was dedicated on 6/10/1917 with 6 Qld. banyan trees (*Ficus sp.*) planted by the Women's Recruiting Committee. On 12/10/1918 relatives planted 12 more; on 23/8/1919 another planting to a total of 20 (for 20 dead men). These were 3 figs (*Ficus obliqua*), 5 camphor laurels, 3 lily pillies (*Syzygium paniculatum*) and a jacaranda. From 1914-18, 87 local men served. Only 5 trees survive, most replaced by the 1970s with camphor laurels, lily pillies and flame trees (*Brachychiton acerifolius*). The first were replanted with road widening (wiki; QHR).

South Australia's two oldest honour avenues are in the Adelaide Hills, at Willunga and at Stirling-Mount Lofty. The latter was planted on 9 September 1915 and inspired the great Ballarat Avenue (1917-19). Mount Lofty's comprised 43 oak and 18 birches, on two roads meeting at a junction. The location was chosen for a nearby Boer War memorial. In 1924 a bandstand was erected nearby as memorial to local soldiers serving in WW1.



Gostwyck, Uralla's Honour Avenues (3, in a 'Y' form of three roads converging on a 1921 chapel for a loved son (Major Clive Collingwood Dangar MC) who died in WW1. 200 English (European) elms (Stuart Read).



Cudgewa in North-East Victoria's avenue of 1917 is a mix of Iranian chestnut-leaved oaks (Quercus castaneifolia), pin oaks (Q.palustris), Dutch (Ulmus x hollandica) and European elms (U.procera) planted by old boys of the public school and Mary Urquhart of Cudgewa station (Stuart Read).

Conclusion

Australia took to Honour Avenues. Recent centenaries brought funding and renewal by a new generation. Treenet and AGHS have played a part. More should be done: few enjoy heritage protection. The prognosis is good. Two examples: Heritage Victoria is currently advertising a consultancy to examine that state's avenues, for heritage listing and better management. The National Trust of Australia (Victoria) is nominating all that state's avenues for listing on its Significant Tree Register (online). These will likely lead to broader statutory listing by councils and the state government.

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wiki = Wikipedia entry for Avenue of Honour – various Australian avenues

War Memorial Avenues in the UK

Allées mémorielles de la guerre au Royaume-Uni

David LAMBERT

Director, The Parks Agency - Directeur de The Parks Agency

The idea of planting trees as a memorial to the first World War is given its most eloquent expression in a now famous letter from 2nd Lieutenant Alexander Gillespie, whose posthumous *Letters from Flanders* were published in 1916. The letters are a poignant testimonial, running up to the eve of the Battle of Loos in which Gillespie was killed. He writes eloquently about the garden and the orchard of the moated farmhouse where he was billeted, taking refuge in quiet moments among its cherry trees and wild flowers (81;85). He regretted the loop-holing of the garden wall and the trenches and sand-bag parapets running through its flower-beds, but still enjoyed the apple and cherry blossom (131). He collected plants from a nearby ruined village for the garden he created at the trenches – 'wallflowers, pæonies, pansies and many others; rather cruel to transplant them perhaps,' he remarked, 'but there are many left' (134). And out of this love of nature and trees and the solace he found in them came his idea that,

'when the peace comes they make a great road, all along the line of this western front, with a broad strip of ground on either side well planted with fruit trees and trees for shade. It would be a useful war memorial, for a great road is always useful. It might be made most beautiful too (234) besides being the most interesting road in the world for future generations of Englishmen and Frenchmen.' (233-34)

He drew his inspiration not only from the trees around him on the western front, but also from a memory of Arlington cemetery in Washington: 'It's not in the least a morbid place like most cemeteries, but a beautiful garden which, from its character, is more than a public park can ever be' (234)

And he elaborated on this idea in a letter to his former head master at Winchester College:

'these fields are sacred in a sense, and I wish that when the peace comes, our Government might combine with the French Government to make one long avenue between the lines from the Vosges to the sea, or, if that is too much, at any rate from La Bassée to Ypres. The ground is so pitted, and scarred, and torn with shells, and tangled with wire, that it will take years to bring it back to use again: but I would make a fine broad road in the 'No Man's Land' between the lines, with paths for pilgrims on foot, and plant trees for shade, and fruit trees, so that the soil should not be altogether waste. Some of the shattered farms and houses might be left as evidence, and the regiments might put up their records beside the trenches which they held all through the winter [this letter was written in? September 1915]. Then I would send every man, woman, and child in Western Europe on pilgrimage along that Via Sacra, so that they might think and learn what war means from the silent witnesses on either side. A sentimental idea, perhaps, but we might make it the most beautiful road in all the world.'

The idea of course did not come to fruition at the time, overtaken by the desire of the local population to reclaim their landscape rather than perpetuate its brutal subdivision, although there is now a charity, The Western Front Way, dedicated to forming a long distance footpath along the route, with the first section from Arras to Ypres planned for opening from early 2019.

What did come to fruition was the idea of roads or avenues of remembrance. In 1919, the Roads of Remembrance Association was formed and in 1920 it published a manifesto in the form of a modest pamphlet entitled *Roads of Remembrance as War Memorials*. This proposed both planting up of existing roads, transforming them to show the 'dignity of roads of remembrance, adorned with trees'; and also dedicating new roads and road improvements as war memorials. The proposal was twofold: 'to transform existing highways to the dignity of roads of remembrance, adorned with trees, and 'to organise the building highways of exceptional dignity and beauty, with open spaces at intervals as special memorials of the Great War.' It aligned itself with the agenda for modernisation, it suggested that road improvements too could also be dedicated as memorials. But it also touched on the heroic and poetic, with its acknowledgement of the symbolism of trees, suggesting cherries as the soldier's bloom, which falls in full beauty, and the biblical sentiment, 'as the apple tree is among

the trees of the wood, so my beloved among the sons of men'. It also suggested trees being planted by relatives or comrades, and name plaques echoing the classical practice of hanging of odes on branches or carving 'warrior' in the bark.

Gillespie's former head master was the Reverend Hubert Burge (1862-1925), who became Bishop of Southwark in 1911 and Bishop of Oxford in 1919, and if there is a connection between Gillespie and the Roads of Remembrance pamphlet it is likely to have been via Burge, who numbered the Prime Minister Lord Asquith among his correspondents. Planting trees as memorials would have been a familiar idea, and it is not clear how widely circulated the pamphlet became. But the Association seems to have been an active body which lived on as a sub-committee of the influential Roads Beautifying Association formed in 1928, and if it was supported by public figures like Burge it would have played its part in generating debate.

In the UK, commemoration of the First World War was largely devolved to individual cities, towns and villages, rather than led by the state. After the Armistice in November 1918, it was local war memorial committees which raised funds and decided on the form of memorial they wished to pursue. I have dealt in my paper on war memorial parks ("A Living Monument": Memorial Parks of the First and Second World Wars, *Garden History*, 2014, 42: suppl.1, pp. 18-33), with the choice between monumental and useful memorials; many local communities eschewed statuary or sculpture in favour of memorials which would benefit or beautify the place for the living. Parks and recreation grounds were a popular and widespread form of commemoration, but so too was the idea of planting individual trees or avenues.

Trees have of course been associated with commemoration since ancient times, with Ovid's tales of metamorphosis. Their lives, stretching far beyond that of humans, has seen them imbued with mystical significance since pre-history. In the UK, oaks especially often have commemorative functions to kings, queens or battles; there are still many Waterloo plantations, originally established to commemorate the battle of Waterloo in 1815.

There are examples of individual trees planted as war memorials, such as those in Forbury Gardens, Reading, or in the private park at Corby Castle, Cumbria. A number of war memorial trees were grown from acorns from Verdun and planted in soil specially imported.¹ But the significance of the avenue seems to have particularly captured the public imagination. Its associations with the poplar-lined roads of France were important to returning soldiers, while its associations with the idea of a pilgrimage or via sacra, a meditative exercise, while less explicit in a protestant culture, nevertheless must also have been important.² An avenue mirrored a column of men, and the vulnerability of trees to being felled made them especially poignant.³

The exact number of WW1 memorial avenues in England is not known. There were some ambitious ideas which did not materialise, such as the circular memorial avenue around the city of Bradford, 9 miles long with 3000 trees. To date, I have found some 23 examples on the basis that they are a) linear, b) planted in the interwar period and c) specifically dedicated as war memorials. A number of avenues were planted in Memorial Parks, often but not always associated with a monumental memorial, others were planted to lead to the parish church. Memorial avenues were planted along existing roads and also on new roads, being developed after the war such as the Promenade de Verdun in Purley, some of them residential streets, some arterial routes, such as the A133 at Colchester. The Promenade de Verdun, part of a residential development, built in 1922, has now been registered as a historic landscape of national importance.

The choice of tree was important: I have found no examples of coniferous planting for example. Oaks of course had strong patriotic associations, while limes too had military and chivalric symbolism; I have referred above to cherries and apples, maples were planted for the Canadian Servicemen's Memorial Avenue along the A3 at Bramshott in Hampshire. Lombardy Poplar, such as those planted for the Avenue de Verdun, was strongly associated with the French roads leading to the Western Front.

The act of planting was also an important part of the symbolism: ex-servicemen planted the trees at Tylers Green, at Fleetwood Memorial Park it was the children of the fallen; at Downham it was next-of-kin.

In many cases, name-plaques were either attached to the trees or installed at the foot on plinths; the plaques at Downham were attached with telegraph cable brought back from France.

Trees are vulnerable which adds to their poignancy as a living memorial. A number of avenues have been partly or completely replanted as trees have failed; at Coseley in the West Midlands, 350 trees were planted along Birmingham New Road but most of those trees were subsequently lost, in part because government reorganisation did away with the Urban District Council which had been responsible and are now being

replanted. The Canadian Servicemen's Memorial Avenue was felled in 1995 on highway safety grounds and replanted further away from the road. The Lombardy poplars in the Promenade de Verdun were destroyed by the 1987 hurricane and were replanted in 1989. The centenary has seen new interest in these memorials and numerous local projects to replant missing trees, restore name plaques and research the fallen.

Notes

- The Woodland Trust has been seeking to trace as many of these as possible, having identified eight
 examples to begin with (https://www.bbc.co.uk/news/uk-wales-35612374). During the war, officials of the
 London and North Western Railway had collected seeds from the battlefields of Verdun and offered them
 for sale to various public bodies in England, with the proceeds going to those in need in the district of
 Verdun.
- 2. There is also a strong association in Britain between formal tree-planting and militarism; in the seventeenth and early eighteenth-century formal blocks of woodland were often referred to as battalions.
- 3. At Radcliffe-on-Trent, Nottinghamshire, a local landowner, Lisle Rockley, purchased some twenty acres to create a memorial to the men of the village and to his son. In his speech at the opening of the walk in 1927, the donor explained that he had been searching for years for a suitable memorial: 'The preservation of those cliffs and woods, ... appealed to him as a memorial which would endure, be worthy of the sacrifices made, and give joy to generations to come. Had it not been for that scheme most of the trees now standing would have been through the saw mills, and it would have been a tragedy if those beautiful woods had been cut down for commercial purposes.' *The Observer*, 16 October 1927

Canada's Memorial Avenues of Trees: Roads of Remembrance

Les allées mémorielles du Canada : les routes du souvenir

Gordon W. FULTON

Former National director of historical research, Parks Canada Agency - Ancien directeur national des recherches historiques de l'Agence Parcs Canada

Even as the interminable Great War ground on and on, deliberations began on the most appropriate ways to honour the close to 61,000 Canadian soldiers who died during this merciless conflict. The idea of memorial trees gained some early support: in Halifax on the Atlantic Coast, maple trees planted in 1913 by the Tower Road School's young principal, George Macdonald Sylvester, were dedicated as a memorial to him following his death on the Thiepval battlefield in September 1916. Some 4,500 km to the west, on the Pacific Coast, a short avenue of maple trees was dedicated in April 1917 to 22 former Victoria High School students who had made the great sacrifice. This treed memorial was conceived by the local Women's Canadian Club under the leadership of its secretary, Mary Elizabeth (MacVicar) Hyndman.

The Victoria High School's roll of honour included Mark Edward Berton, who had enlisted at the age of 15 and died in combat less than a month after he turned 17. "Boy soldiers" (under the age of 18) like Private Berton were not unusual: between 15,000 and 20,000 underage Canadian youths are estimated to have signed up to fight in the First World War.

As an end to the war finally came into view, there was a widespread feeling that every municipality was duty-bound to create lasting memorials to their fallen soldiers. This typically meant statuary: thousands of statues, cenotaphs and crosses were erected in the years following the war. There were those, however, who promoted instead practical memorials such as hospitals, halls and libraries. These memorials, said the *Canadian Municipal Journal*, were "designed with a view to their being of service to the communities in which they will be erected." The *Journal* went so far in 1916 as to propose (unsuccessfully) a 5,600 km transcontinental highway from Victoria to Halifax as a practical memorial to Canada's fallen soldiers.

In line with this school of thought were "Roads of Remembrance" – linear, tree-lined memorial avenues, frequently in semi-rural settings, with each tree ascribed to a specific fallen soldier, usually by means of a small plaque. They were based on two symbol-laden images: France's long, straight country avenues; and living trees representing "the eternal victory of life over death," in the words of the Saskatoon *Daily Phoenix*.

The concept evidently made its way to Canada from Britain, primarily through Millicent Harrington Morrison, a journalist and activist who had connections with the International Congress of Women. Serving as secretary of the Roads of Remembrance movement, she sent far and wide the suggestion that avenues of memorial trees be planted (preferably by relations or friends) to the war's fallen. Through Mrs. Morrison's acquaintance with Major Arthur Haggard, founder of Britain's Veterans Association and a Roads of Remembrance committee member, information on the movement and a request for help was sent to Haggard's sister, the Baroness d'Anethan, in Victoria.

In reporting Morrison's request in October 1918, *The Daily Colonist* noted that the Imperial Order Daughters of the Empire (I.O.D.E.) and other patriotic organizations had already been considering memorials, and suggested that a Road of Remembrance for Victoria might be adopted. Less than three weeks later a boulevard of memorial trees along Shelbourne Street in Victoria and neighbouring Saanich was proposed.

The concept circulated quickly amongst the country's civic and philanthropic groups, notably through women's organizations. Chambers of commerce, Rotary and Kiwanis clubs, veterans' associations and other civic-minded organizations also jumped on board. Mrs. Morrison found a strong and influential advocate in Charles Lathrop Pack, president of the *American Forestry* Association. Pack's passionate endorsement reverberated in Canada: in 1922 the Canadian Forestry Association adopted the Roads of Remembrance idea, offering free advice and information to interested groups. The Good Roads association also championed treed memorial avenues through its magazine, as did the Union of Canadian Municipalities in its monthly journal.

The transformation of Shelbourne Street was slowly pushed forward by the Victoria Chamber of Commerce (which gave credit to Australia for making "a conspicuous success" of the memorial avenue idea). On 2 October 1921, 5,000 people attended its dedication to British Columbia's war dead. The original enthusiasm waned, however, and the memorial avenue was never completed. About 300 of the 600 London plane trees planted have survived, but not the plaques. Memorial activities and plantings have recently been revived by an active Memorial Avenue Committee.

Four additional ^fully developed Canadian Roads of Remembrance were eventually initiated: in Montreal (begun in 1922), Calgary (1922), Saskatoon (1923) and North Bay (1928). In January 1922 the Montreal Women's Club proposed a Road of Remembrance. Constance Winifred (Dobbin) Pope, the project's convenor, consulted Victoria as well as England and the United States about planting such roads. A section of Sherbrooke Street West was chosen to be lined with Norway maples, each to be plaqued and protected with an iron grille. The first trees were planted on 22 April 1922; some 880 memorial trees eventually lined the street. By 1939, however, about half of the trees had been lost to commercial development, vandalism or public indifference. The memorial was therefore moved to a less troublesome street, beside Cimetière Notre-Dame-des-Neiges. Sherbrooke Street West's memorial role has since largely been forgotten.

In 1919, the Calgary Parks Department's annual report referred to a local movement to plant memorial trees, including individual plaques and involvement of the next-of-kin. City council chose to place its memorial trees along an existing boulevard on the north bank of the Bow River. The first poplar tree was planted by the mayor on 11 May 1922, and 3,278 had been planted by 1928. Many trees were destroyed during the 1970s when the roadway was widened. Elaborate memorial services have recently been reinstated, and new trees planted.

In a letter to Saskatoon's city council dated 10 May 1922, Arbor Day, the local I.O.D.E. suggested a memorial avenue of elms be planted. A special committee headed by Margaret Irvine (Spence) Hanson and Jean Hope (Davidson) Jarvis was established, and on 17 June 1923 the first trees were dedicated in a ceremony before 8,000 rain-drenched spectators. Today there are more than 1,200 memorial elm trees, each with a plaque to a deceased veteran; 112 line Next-of-Kin Memorial Avenue and the rest are in the adjacent cemetery, where new dedications are made each year. Saskatoon's is the only one of Canada's major Roads of Remembrance to have survived intact.

A late example of a Road of Remembrance was undertaken in North Bay in 1928, when the Canadian Legion requested the name of a short street, Kennedy Avenue, be changed to Memorial Drive. The British Empire Service League obtained permission to plant elm trees along it, each with a bronze commemorative plaque. The trees ultimately succumbed to Dutch elm disease. No attempt was made to re-establish the road's original appearance, though it retains the name.

Two other avenues, in Winnipeg (1923) and Thunder Bay (1926), were similar in appearance, but without individual plaques. The 1.6 km-long Chancellor Matheson Road leading into the Manitoba Agricultural College (now University of Manitoba) in Winnipeg has a nearby stone monument listing the names of the deceased. The road was planted with 200 American elm saplings on 14 May 1923, Arbor Day, and dedicated on 11 November. About a dozen trees were moved to the campus quadrangle in 1969; most of the original trees have been replaced, having succumbed to Dutch elm disease.

In the spring of 1925 the Rotary Club in Thunder Bay decided to plant a row of memorial laurel leaf willow trees along a country road. The first tree was planted in June 1926, and the road was officially named Memorial Avenue. It never had individual plaques to the fallen. Road widening began in the 1950s, and by 1978 only 30 trees remained. None of the original trees is believed to survive today.

Hamilton began a memorial avenue in 1923, but it was apparently short-lived. The Hamilton Chamber of Commerce sponsored a memorial avenue of elms, each to be dedicated to a fallen soldier, that it hoped would eventually extend to Niagara, a distance of some 65 km. The first trees were planted on the new Hamilton-Niagara Highway near the city limits on 27 April 1923. The project appears to have unravelled quickly, though, apparently a casualty of this rural highway's transformation in the 1930s into North America's first intercity Autobahn-style divided highway.

Some smaller communities also joined the movement: Southampton, Ontario (population 1,537), for example, reported in 1924 that an avenue of 23 memorial maple trees had been planted. While individual plaques were intended, none exist today. Toronto, Vancouver, Ottawa and Quebec City, four of the country's largest municipalities, do not appear to have embraced the concept – although Vancouver did create a charming variation: footpaths lined with flowering Japanese cherry trees, planted in 1932, lead to the Japanese Canadian

War Memorial (1920). But interest in First World War Roads of Remembrance had faded in Canada by the end of the 1920s, and no further major examples are known to have been created.

Routes of Memory in the United States: Symbolism, Design and the Landscape

Itinéraires de mémoire aux États-Unis : paysage, symbolisme et conception

Dan MARRIOTT

Principal of Paul Daniel Marriott + Associates - Directeur de Paul Daniel Marriott + Associates



Victory Memorial Parkway, Minneapolis, Minnesota. Photo: Julie Swanson

The little trees that line the way, Sad symbols of a nation's pride,

Are etched against the wintry gray—Oh let them live for those who died!

—W.R. Rose, printed in the Cleveland Plain Dealer newspaper, 1919

On 15 July 1918, nearly four months before Armistice Day (11 November 1918), the City of Cleveland, Ohio passed an ordinance to change the name of North Park Boulevard to "Liberty Row" in honor of the soldiers lost during World War I. By Memorial Day in May of 1919 the planting of 850 memorial "Liberty Oaks"—white oaks (Quercus alba)—each with a bronze plaque embedded in concrete, memorializing a fallen hero, was well underway. As *American Forestry* Editor Percival Sheldon Ridsdale eulogized, "The trees will be, in their very greenness and robust strength, reminders of the youth who gave their vigor to win the war." The American Forest Association endorsed the idea and suggested the planting of trees as a suitable memorial for America's war dead and encouraged cities and towns across the nation to undertake similar plantings in numerous articles in its monthly magazine, American Forestry.

The selection of North Park Boulevard was not accidental, it was one of the city's most capacious and attractive public ways. As the *Cleveland Plain Dealer* noted, "This is a splendid way of honoring our boys. It is particularly fitting that one of our finest boulevards in the city be chosen." ³

'Our Finest Boulevards'

Cleveland's "Liberty Row" represents an interesting intersection between the desire to memorialize the dead from the Great War and the emerging metropolitan infrastructures of American cities at the start of the

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¹'Cleveland Heights' Liberty Row,' Cleveland Heights Historical Society,

http://www.chhistory.org/Places.php?PlacesContent=LibertyRow, accessed September 30, 2018.

² "Trees for the Dead," American Forestry, vol. 24, no. 296, Aug. 1918, p. 463.

³ Cleveland Plain Dealer. July 7, 1918.

twentieth century. Cleveland, in 1918, was the fifth largest city in the United States. ⁴ The birthplace of John D. Rockefeller's Standard Oil Company and home to General Electric Corporation's Lighting Division, Cleveland was investing in sophisticated city planning tools to guarantee its stature as a major cosmopolitan center—including the development of one of the first regional park authorities in the nation, the Cleveland Metropolitan Park District established in 1917. North Park Boulevard (Liberty Row) was not an ordinary city street, it was a broad parkway that provided a green link among a chain of larger public parks intended to encircle the city. North Park Boulevard is parallel to Doan Brook located in an approximately 400-foot (122 meter) wide protected park corridor. The planting of memorial oaks within this park context ensured a lasting memorial of dignity and beauty.

In 1921 the City of Minneapolis, Minnesota dedicated the "Victory Memorial Parkway" (also known as "Victory Memorial Drive") as a segment of the city's "Grand Rounds"—a system of 55 miles (88 kilometers) of parkway drives connecting seven major park units. The Minneapolis Park and Recreation Board was established in 1883, and noted landscape architect H.W.S. Cleveland developed the plan for the park and parkway system. The Park and Recreation Board began acquiring land for the parkway in 1910; its completion shortly after World War I lead to the decision to dedicate the new parkway to the servicemen and nurses of Hennepin County, Minnesota. 568 trees, each with a plaque memorializing an individual who died during the Great War, were planted in formal rows along the parkway drive. As the superintendent of the Minneapolis parks, Swiss-born Theodore Wirth stated, "In formal gardening there is nothing more beautiful than long parallel rows of stately trees...they will in time become giants of strength and beauty. What better or more noble symbol of strength and character of our victorious soldiers could be chosen to serve as a memorial to the fallen heroes and noble defenders of our liberty?" Later, in 1921, General Pershing, Commander of the American Expeditionary Force, visited Victory Memorial Parkway. The general noted, "I can conceive of no more fitting monument to the heroic dead of Hennepin County than this great Victory Memorial Driveway with its living borders of magnificent trees."

Other American cities, also in the process of implementing comprehensive park plans, viewed the memorial trees as an honorable and logical component of their mission to establish new parks and parkways. In 1921, for example, Portland, Maine planted 400 European linden (Tilia europaea), or common lime, trees along Baxter Boulevard—a proposed "arborway" recommended in the city's park plan prepared by the Olmsted Brothers in 1905. In Massachusetts, the first metropolitan park system was established in 1893 to provide comprehensive planning for twelve cities and twenty-five towns in an approximate 15-mile (24 kilometer) radius from central Boston. To facilitate access to the new 7,000 acres (2,800 hectares) of parklands, 40 miles (64 kilometers) of parkways were planned. In 1923, one of the parkways, the former Charles River Road in Cambridge, was renamed Memorial Drive in honor of those lost during World War I.

In America new investments in public park infrastructure, particularly in response to the automobile, were occurring during the same time as memorial avenues were being planned. "The automobile," observed the *New York Times*, "has revolutionized our ideas of parks and city or regional planning." Between 1910 and 1915, the number of passenger automobiles in the United States increased 409% to 2,332,000.

Civilization's Highways

In 1904 the United States had 2,151,570 miles (3,462,617 kilometers) of rural roads, only 7.14%, or 153,664 miles (247,298 kilometers), were paved. In 1910 the United States had approximately 240,000 miles (386,000 kilometers) of railway tracks and a large canal network in the East. Outside of urban areas, the nation's public highways were in deplorable condition and long-distance travel frequently impeded by impassable conditions.

⁴ U.S. Census Bureau.

⁵ Andy Sturdevant, "Victory Memorial Drive, with its remarkable sightlines, is a well-named parkway," April 3, 2013, https://www.minnpost.com/stroll/2013/04/victory-memorial-drive-its-remarkable-sightlines-well-named-parkway/, accessed September 30, 2018.

⁶ "A Short History of Trees in Portland, https://www.portlandmaine.gov/DocumentCenter/View/1888/A-Short-History-of-Trees-in-Portland?bidId=, accessed September 30, 2018.

⁷ W.B. Van Ingen, "A Tale of Two Parks," *New York Times*, July 6, 1924.

⁸ U.S. Census Bureau, *Statistical Abstract of the United States: 1999*, Section 1439, "Transportation Indicators for Motor Vehicles and Airlines: 1900-1998."

⁹ "Public Road Mileage, Revenues, and Expenditures in the United States in 1904," Washington, D.C.: Office of Public Roads Bulletin, no. 32.

The invention of the pneumatic tire in 1885, and the popularity of the bicycle laid the groundwork for today's modern automobile network through the Good Roads Movement. The League of American Wheelmen, a bicycle organization, began advocating in the 1890s for a national network of hard-surfaced roads suitable for the bicycle. Farmers, with poor access to towns and without home mail delivery, saw Good Roads and the newly inaugurated Rural Free Delivery program of the U.S. Post Office as intertwined, and joined the movement after 1896. Significantly, recreation and leisure users were actively demanding these improvements as well. The introduction of the bicycle, and later the automobile, occurring almost simultaneously with a new awareness for conservation and the first National Parks, was spurring Americans to take to the road and explore the countryside and wilderness. ¹⁰

Responding to the growing national movement for Good Roads the U.S. Congress passed an appropriation of \$10,000 to conduct a public roads inquiry. To implement the authorization, the U.S. Secretary of Agriculture established the Office of Roads Inquiry (ORI) in 1893 "to make inquiries in regard to the system of road management throughout the United States, to make investigations in regard to the best methods of road making and to enable [the Secretary] to assist the Agricultural College and experiment stations in disseminating information on this subject." The office responded to its charge by publishing road building technology bulletins and preparing state and national maps of good roads. In 1905 the ORI received Congressional funding to become a permanent agency and was renamed the Office of Public Roads. In 1916 President Woodrow Wilson signed the first bill to establish a federally aided highway program. In order to receive this new federal funding, each state was required to establish a highway department. With the involvement of the federal government in highway construction, the United States embarked on a massive program of public highway construction just as World War I was beginning.

In 1920, American Forestry magazine suggested that the massive investment in building new public highways presented an opportunity to memorialize the war dead. An article entitled "Civilization's Highways" asked if the modern concrete highways "blistering in the sun" might be reconsidered as tree-shaded "Roads of Remembrance" honoring the dead of World War I. The article not only linked the construction of America's modern public highways with memorial avenues, but it also referenced European precedents—both directly and indirectly. After a detailed state-by-state listing of funds approved to build modern highways, the article introduced Jean-Frédéric Oberlin of Alsace and his work to construct roads and bridges to improve access and opportunity within Ban de la Roche in the eighteenth century. The article's notes on how public roads improved life, community and industry in the Alsace region was a direct reference to the larger goals of the Good Roads Movement in the United States. Indeed, the article directly linked the philanthropy of Coleman DuPont to construct a public highway in the state of Delaware planted with memorial trees to M. Oberlin's public service. In an indirect reference to European highway design, the article noted that Samuel C. Lancaster, the engineer for the Columbia River Highway in Oregon was brought to Delaware to provide advice on beautifying public highways.

The Columbia River Highway, constructed between 1913 and 1922, showcased the scenery of the sublime Columbia River. Good Roads advocate Sam Hill developed the 74-mile (119 kilometer) highway based on the nineteenth-century Axenstrasse carriage drive around Lake Lucerne in Switzerland. The two-lane road through the Columbia River Gorge used elegant concrete bridges, rustic tunnels, and advanced engineering concepts to negotiate the towering basalt cliffs, ravines, and spectacular waterfalls of the area, while maintaining a maximum grade of five percent. While the article noted an American familiarity with European roads and their tree allées, it concluded with a distinctly American view of the twentieth century by Lancaster: "We must not forget that we are living in a new age; the new types of conveyance—the high-powered automobile and auto truck—have changed old methods of highway transportation...." 12

A Transcontinental 'Road of Remembrance'

Beyond the urban planning context, America was fully embracing the automobile during this period. In 1913, Good Roads advocate, industrialist and visionary, Carl G. Fisher, established the Lincoln Highway, the nation's

¹⁰ Yellowstone, the first National Park was designated in 1872; Yosemite National Park was designated in 1890. The Niagara Falls Reservation and Adirondack Forest Preserve were established by New York State in 1885. In 1891the Forest Reserve Act was established—allowing the president to designate protected public reservations on federal lands. The Sierra Club was founded in 1892.

¹¹ "Civilization's Highways," American Forestry, vol. 26, no. 317, May 1920, p. 291.

¹² "Civilization's Highways," American Forestry, vol. 26, no. 317, May 1920, p. 293.

first transcontinental automobile highway. The planned all-weather, paved road from New York City to San Francisco captured the public's imagination. Regarding Fisher's highway, the *New York Times* proclaimed, "This is the biggest project ever undertaken in the automobile world." The 3,389-mile (5,454 kilometer) highway would cross twelve states from the Atlantic Ocean to the Pacific Ocean.

After the war, the Women's Clubs of the United States viewed the nation's first transcontinental highway as an ideal roadway for an Atlantic to Pacific memorial tree planting to remember the war dead. As a result, trees were planted in many communities along the Lincoln Highway.

Women's organizations in the U.S. were strong advocates for the Good Roads Movement. Beyond the basic benefits of modern paved roads, women saw new rural highways as important infrastructure to improve nutrition, by bringing fresh produce and dairy products to city centers, and enable rural children more reliable access to education—muddy and rutted public highways severely limited these essential public goods. The "Road of Remembrance" enabled women to expand their advocacy for modern public roads to a powerful voice for planting trees as a memorial project. Importantly, the planting of trees, unlike more traditional stone monuments, offered women an opportunity to serve as community leaders independent of male authority.¹⁴

In York County, Pennsylvania the Women's Club of York planted approximately 1,500 memorial trees along the 25-mile (40 kilometer) segment of the Lincoln Highway traversing their county. The trees were dedicated on Memorial Day in May 1922 and the York County segment of the great transcontinental highway declared a "Road of Remembrance." During the ceremony a letter from the First Lady of the United States, Florence Kling Harding, solemnized the occasion with these words, "May long life attend the trees you have placed in the care of the Lincoln Highway Memorial...." In addition to the trees, simple stone monuments with plaques identified the memorial allée at the eastern and western borders of the county. The plaques stated:

LEST WE FORGET
This Highway for Twenty Five Miles Eastward [or Westward]
Across York County Was Planted with Trees
BY THE PEOPLE OF YORK COUNTY
And Dedicated by Them to Be Forever A
ROAD OF REMEMBRANCE
In Honor Of
THEIR SONS AND DAUGHTERS
Who Served in The World War
1917-1918

The Blue Star Memorial Highway

Begun in 1945 by the National Council of State Garden Clubs (now National Garden Clubs, Inc.), the Blue Star Memorial Highway was established at the end of World War II to honor America's armed services. The project began in 1944 when the New Jersey State Council of Garden Clubs planted a 5.5-mile (8.8 kilometer) section of U.S. Route 22 between North Plainfield and Mountainside, New Jersey with approximately 8,000 dogwood trees (Cornus florida). On 22 January 1945, the state legislature of New Jersey designated the route the "Blue Star Drive." The selection of U.S. Route 22 in New Jersey reflected a new and modern view toward public highways in the United States. Rather than a historic or scenic highway (which many of the later Blue Star Memorial Highways would dedicate), this segment of highway was constructed before the war in 1932 with dual concrete lanes, 20-feet (6 meters) in width, a safety shoulder and a central green median.

Before World War II modern concrete roads were one of the most tangible representations of the modern age in the United States—their use as memorial highways suggests the high-value the public accorded these new roads.

In a 1946 article, in *Contractors and Engineers* Monthly magazine, discussing the Blue Star Memorial Highway section on U.S. Route 22, it was noted that a six-lane 140-mile (225 kilometer) parkway, with a right-of-way of 300 feet (91 meters) and a central median of no less than 20 feet (6 meters) was being planned from the

¹³ "More Pledges for National Highway, Plan to Raise \$10,000,000 to Construct Ocean-to-Ocean Road Finds Many Supporters," *New York Times*, October 27, 1912.

¹⁴ J. Morgan, "Arboreal Eloquence: Trees and Commemoration" (Ph.D. University of Canterbury, 2008) p. 160.

¹⁵ "Memorial Day—The Nation's Tree Day," *American Forestry*, vol. 28, no. 343, July 1922, pp.419-420.

George Washington Bridge (New York City) south to Cape May, New Jersey. While the discussion of the new parkway did not specifically note the dogwood plantings or the Blue Star Memorial Highway, it was a part of the article detailing the dogwood plantings along U.S. Route 22. The association of the new parkway with the Blue Star Memorial Highway project may suggest the new landscaped parkway was viewed as an appropriate and dignified roadway for to honor America's veterans. With the existing memorial parkways in Cleveland, Minneapolis and Boston, and the use of newly constructed roads to memorialize the war dead, it is likely the planned parkway would have been viewed as a dignified and appropriate corridor for memorial trees. The planned parkway is today's Garden State Parkway.¹⁶

Unlike many memorial routes, the Blue Star Memorial Highway is not a continuous highway with defined starting and ending points, it is comprised of over 100 highway segments in thirty states. Each highway segment is marked by a plaque depicting a blue star—the blue star service flag was displayed in the windows of homes which had family members fighting during World War II.

Rather than constructing memorials, the National Council of State Garden Clubs envisioned the project as a program of beautification for America' highways through the planting of native trees and shrubs, and the creation of roadside rest and picnic areas, bird sanctuaries and the screening or removal of commercial and industrial areas viewed as visual blight. New Jersey State Highway Commissioner, Spencer Miller, Jr., noted, "We are helping to redeem our times and to build a civilization which is fit for free men, for we shall be helping to build America the beautiful." ¹⁷

Journey Through Hallowed Ground

The Journey Through Hallowed Ground is a National Heritage Area that was designated by the U.S. Congress in 2008 for its important role in America's history. From prehistoric times to the present, it has also been an important transportation corridor. Importantly, the 180-mile (290 kilometer) long corridor has the largest concentration of sites from the American Civil War (1861-1865), including Gettysburg, Pennsylvania where President Lincoln delivered his important Gettysburg Address and Antietam, Maryland, the single bloodiest day of the four-year conflict that led to 620,000 deaths. Running north-south through the heritage area is the Journey Through Hallowed Ground National Scenic Byway. To honor the 150th anniversary of the Civil War, 620,000 trees are being planted in memory of each life lost during the nation's deadliest war. The 180-mile (290 kilometer) corridor will become a "landscaped allée" that will be the largest such pathway of trees on the globe. The inspiration for the allée, according to the director of the Journey Through Hallowed Ground Partnership, was the memorial allées planted in Australia after World War I.¹⁸

The end of World War I was only fifty-three years after the end of the U.S. Civil War. America occupied many of those intervening years erecting somber and dignified monuments of stone and bronze—some of which were still new in 1918—to the nation's war dead. With the loss of life from the Civil War still fresh in many memories, and the scars of the war still visible on America's landscape and culture, the idea of a living memorial of trees may have been particularly embraced as a suitable and appropriate acknowledgement to remember World War I, as many hoped, as the "war to end all wars." The United States was not ready to erect new monuments of stone and bronze next to those so recently dedicated to lives lost in another war. Memorial trees offered the hope and promise of the future, and when considering how to honor America's sons and daughters lost on the soil of Europe, *American Forestry* opined, "They themselves would doubtless prefer such monuments to marble columns."

¹⁶ Today, New Jersey has three highway segments dedicated as the Blue Star Memorial Highway (including the original segment of U.S. Route 22. The planned parkway, today's Garden State Parkway, is not designated as part of the Blue Star Memorial Highway system.

¹⁷ Contractors and Engineers Monthly, September 1946.

¹⁸ "620,000 trees being planted to honor Civil War Dead," USA Today, December 21, 2013.

¹⁹ "Trees for the Dead," *American Forestry,* vol. 24, no. 296, Aug. 1918, p. 463.

Annotated Listing of Memorial Trees from American Forestry magazine, 1918-1921

Prepared by Bryce Patterson, Landscape Architecture Student, Pennsylvania State University

American Forestry, vol. 24, 1918

"Memorial Trees," American Forestry, vol. 24, no. 300, Dec. 1918, pp.756

Editorial of nation-wide tree planting in memoriam for fallen WWI soldiers

"Memorial Trees for Sailors and Soldiers," *American Forestry*, vol. 24, no. 300, Dec. 1918, pp. 728-729

Brief mention of Lincoln Highway Association endorsing tree planting along the highway. First mention of this idea in *American Forestry* magazine (?)

"Trees for the Dead," American Forestry, vol. 24, no. 296, Aug. 1918, pp. 463

Article mentioned in initial email—Cleveland's "Victory Oaks" lining a boulevard, possibly to be named "Liberty Row."

American Forestry, vol. 25, 1919

"The Great Tree Maker," American Forestry, vol. 25, no. 306, June 1919, pp.1158

Mentions dedication of an avenue of Liberty Oaks in Cleveland on Memorial Day, 1919

"National Honor Roll, Memorial Trees," American Forestry, vol. 25, no. 311, Nov. 1919, pp. 1494

American Forestry, vol. 26, 1920

"American Legion Plans Memorial Tree Planting," *American Forestry*, vol. 26, no. 315, Mar. 1920, pp. 156-159 pp. 158-159, see mention of a Mrs. John B. Hamme planning to plant memorial trees along twelve miles east and west of the Lincoln Highway, York, PA.

"Civilization's Highways: Shall We Have Them as Streaks of Concrete Blistering in the Sun or Shall We Make Them 'Roads of Remembrance?'" *American Forestry*, vol. 26, no. 317, May 1920, pp. 291-294

pp. 294, see mention of a Mrs. John B. Hamme, President of the Women's Club, planning to plant memorial trees along the Lincoln Highway, York, PA. See also her statement on the subject directly following her introduction.

"Living Memorials," American Forestry, vol. 26, no. 318, June 1920, pp. 347-352

pp. 350, see general mention of communities planting memorial trees along the Lincoln Highway, mostly led by the General Federation of Women's Clubs of America

"Memorial Trees for Trenton," American Forestry, vol. 26, no. 319, July 1920, pp. 443

Very similar to "Planting of Memorial Trees" article in May 1920 issue

"Memorial Trees—Our Heroes' Hall of Fame," *American Forestry*, vol. 26, no. 314, Feb. 1920, pp. 111-114 pp. 114, see mention of York, PA Women's Club + Chamber of Commerce beginning planting program along the Lincoln Highway.

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 313, Jan. 1920, p. 56

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 314, Feb. 1920, p. 114

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 315, Mar. 1920, p. 177

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 316, Apr. 1920, p. 227

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 317, May 1920, p. 304

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 318, June 1920, p. 336

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 319, July 1920, p. 440

"National Honor Roll, Memorial Trees," *American Forestry*, vol. 26, no. 320, Aug. 1920, p. 500

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 321, Sep. 1920, p. 562

"National Honor Roll, Memorial Trees," American Forestry, vol. 26, no. 323, Nov. 1920, p. 686

The National Honor roll is a listing of individual trees (and the individuals or organizations that planted them) organized by town and state.

"Planting of Memorial Trees," American Forestry, vol. 26, no. 317, May 1920, pp. 319

See mention of memorial tree plantings along the Lincoln Highway near Trenton, NJ (are the plantings in Trenton & Mercer County, or are the plantings in memoriam for the soldiers of Trenton & Mercer County

American Forestry, vol. 27, 1921

"First Road of Remembrance Dedicated," *American Forestry*, vol. 27, no. 326, Feb. 1921, p. 134 Article talks about memorial roads/highways throughout the country

"Honor Roll Masons of Pennsylvania," American Forestry, vol. 27, no. 336, Dec. 1921, p. 783

"National Honor Roll, Memorial Trees," American Forestry, vol. 27, no. 326, Feb. 1921, p. 110

"National Honor Roll, Memorial Trees," American Forestry, vol. 27, no. 329, May 1921, p. 326

[&]quot;National Honor Roll, Memorial Trees," American Forestry, vol. 27, no. 330, June 1921, p. 408

[&]quot;National Honor Roll, Memorial Trees," American Forestry, vol. 27, no. 334, Oct. 1921, p. 665-666

[&]quot;President Approves Memorial Tree Planting," American Forestry, vol. 27, no. 330, June 1921, p. 389

Viali della Rimembranza : les allées du souvenir italiennes Memorial Avenues and Remembrance Parks in Italy

Angelo PORTA

Counseller to Legambiente - Conseiller auprès de Legambiente

The Great War started in Italy on May 24, 1915 and ended on November 4, 1918, one week before all other European countries. In 1911, the Italian population was around 35 million: more than 5 million did participate directly in the war (generally speaking one out of seven, but in many villages even one out of five, the entire male population aged 18-39). 750.000 soldiers died, according to accredited estimations obtained by counting soldiers who died in combat, went missing in action, died of illness in Italy or abroad because prisoner of war.

Even during the war, the soldiers' families, friends, and sometimes war veterans or spontaneous citizens committees started erecting monuments, gravestones and memorials in all towns and villages, united by the desire to preserve the memory of their relatives and acquaintances and, at the same time, by the need to mourn, seeking a plausible motivation for the "useless slaughter".

This was the situation when, end of 1922, two Italian politicians changed the story: Dario Lupi and Arnaldo Mussolini.

Dario Lupi was born in San Giovanni Valdarno (Arezzo) on March 28, 1876 and deceased in Rome on December 14, 1932. He graduated in law, became a lawyer known throughout the region as a brilliant and sought-after speaker.

Interventionist, fighter in the Great War, organizer of the first fascist squads in Valdarno, in 1921 he became deputy for the constituency Siena-Arezzo-Grosseto and, after the march on Rome (October 1922), he was in the first Mussolini government as undersecretary for Public Education.

Starting from December 1922, he spread propaganda all over Italy with the Memorial Avenues and Parks of Remembrance, a symbol of the rebirth of the soldiers who died in the Great War. As the French Revolution entrusted the "tree of freedom" as the testimony of its ideals, so fascism wanted to entrust the memory of those killed in war to the tree-lined avenues and park.

The idea had arisen in him - according to what he wrote end of 1923 - after hearing about an Avenue of Remembrance in Montreal, flanked by young trees, each bearing a plaque with the name of a deceased.

Instead, according to "Il Mondo" newspaper, Lupi took up mind and phrases from the correspondence of an army medical officer, pioneer of Italian aviation and at that time in Canada, L. Falchi, without ever mentioning the source.

On December 27, 1922, Lupi sent an official mail to all Italian school directors, the "Regi Provveditori agli Studi". In this document, Lupi advised that "the school children of Italy should be initiated by the implementation of a noble and compassionate idea: to create a Memorial Avenue or a Park of Remembrance in every city, in every country, in every village. They will plant a tree for every dead soldier in the Great War".

The day after, the Ministry of Education published a document on the "Official Bulletin" adding the "Rules for the Memorial Avenues and Parks of Remembrance".

The ministerial document provided for the establishment of special "Executive Committees" owing the task of carrying out all the administrative and logistical procedures for the success of the initiative.

The Ministry stated rules and indications on how to build the Parks and Avenues:

A list of the most suitable tree species, according to various geographical areas of the peninsula;

Advice on the necessary soil preparation for planting trees;

Indications about the right size of the wooden protection supports for the metal plate;

Instructions about the placement of the metal plate with the degree, the generality and the cause of death of the soldier.

[...] three wooden rulers of the national flag three colors [...] describe a triangular pyramid trunk consolidated by six thin iron crosspieces [...]

[....] One of the rulers, the white one (somewhat longer than the other two), must have had an enameled iron label at 10 cm from the upper end, with the words:

IN MEMORY
OF (degree, first name, last name)
DIED IN THE GREAT WAR
ON (date)
AT (name of battle) ".

Only the soldiers who died on the battlefield or following the injuries reported in the combat could be associated to trees. This way, the initiative excluded all the soldiers died for illness, even if due to the extreme and unhealthy living conditions during the war.

The mail to the Royal "Provveditore agli Studi" (Director of Education) of Ravenna, on January 27, 1923, again signed by the Undersecretary of State Dario Lupi, corrected this choice. In this document, Lupi stated that there was no limit to the minimum number of trees, set at first at 20, and that military deaths caused by illness could be included in the lists at the discretion of the individual Executive Committees.

The initiative, full of triumphalism and regime rhetoric however, responded to the popular desire to pay homage and preserve the memory of the soldiers who died during the war and many people all around Italy received it with great participation.

Arnaldo Mussolini, (January 11, 1885 – December 21, 1931) was an Italian journalist and politician. He was the brother of Italy's fascist dictator Benito Mussolini, and a fascist himself.

After some years as a professor, Arnaldo Mussolini, like his brother Benito, participated in World War I, attaining the rank of lieutenant and in 1919 after the war's end, he moved to Milan.

In Milan, Arnaldo became managing director of the newspaper founded by his brother, "Il Popolo d'Italia" ("The People of Italy") and took over leadership of the newspaper when Benito became prime minister in 1922.

His interest in nature led himself to dedicate to environmentalist causes, such as forests revival, the agriculture organization, the drainage projects, and becoming the first president of the Comitato Nazionale Forestale (National Forest Committee).

He also started publishing "Il Bosco" ("The Wood"), a fortnightly supplement of the newspaper, as the official magazine of the National Forestry Committee, deeply describing and explaining forestry and, in general, urban and extra urban green landscapes. On this supplement, he published every two weeks long lists of newly built memorial avenues and remembrance parks in towns and villages.

The institutions involvement was for sure an important element for the success, as we can argue by reading the book published by Lupi himself "Viali e Parchi della Rimembranza" ("Memorial Avenues and Parks of Remembrance"). As of October 15, 1923, there were 5735 Executive Committees out of a total of 8305 Municipalities and 1048 avenues and parks already inaugurated.

With the establishment of the Parks and Memorial Avenues, the fascist regime appropriated the commemoration of the dead soldiers of the First World War, making it an instrument of political propaganda and a way to increase and consolidate popular consensus.

The role of the school

The school played a fundamental role in the realization and diffusion of Dario Lupi's project in Italy.

All teachers, along with the representatives of the municipal administrations, the most authoritative associations and citizens, formed the "Executive Committees" and had the responsibility for the establishment and coordination of all the phases of the construction of the Parks and the Avenues of Remembrance.

Moreover, the Committees had to compose the list of the soldiers (by obtaining data from the Municipalities and the Military Districts), establish the number of trees, identify the place, find the necessary funds through public events and initiatives and organize the inauguration ceremony.

The students had the task of planting and caring for the young trees, as each tree represented a hero dead for the country, renewed in the memory and in a physical place, so again in the survivors community.

However, behind the declared intention of the government to honour the memory and instil respect for the dignity of the dead soldiers, there was the will to transmit and develop in the school activities related to the cult of the Homeland and the Hero and to educate the pupils to the values of fascist ideology. Many illustrious presences of the political world and hymns to the regime took part in every inauguration of these parks. Furthermore, the project was part of the broader and more complex program of the school reform promoted by Giovanni Gentile, aimed to a strict and elite school, dedicated to "the best".

In fact, the Royal Decree n. 2747 of 9 December 1923 established the annual election of Guard of Honour of the Park of Remembrance among the most deserving students.

The results:

By looking at the data published in 1923, can easily figure a new avenue of remembrance in almost every small to medium Italian village (around 8000), while in big towns a new park dedicated to dead soldiers. First park was in Florence (1923), followed by Naples (many terraces on Naples's Gulf), Rome (six thousand trees) and Turin (inaugurated in 1925 by the King Vittorio Emanuele III, 44 hectares, 5000 trees, 400 species, 12 km roads and paths, the winged victory bronze statue was the largest in the world).

Protection

The law n. 559 of March 21, 1926, assumed the Parks and Avenues of Remembrance as "public monuments".

The law n. 78 of March 7, 2001, protect every monument related with the First World War, so the avenues and related trees.

Unfortunately, in 2008, Italian government abrogated all laws issued before 1970, so the law 559 should be no more valid too; but parliament built a list of still useful laws, and 559 was in the list.

Anyway, law 78 of 2001 and Codex "Urbani" for the landscapes still protects memorial avenues and parks of remembrance.

Memorial Avenues and Park of remembrance today

After the Second World War, avenues and gardens were gradually forgotten and, in many cases, radically transformed. Due to a form of "damnatio memoriae", were locations considered symbols of past governments have had to pay, these places changed radically, transforming also their authentic significance.

We do not have a general directory for memorial avenues and park of remembrance in Italy; there are partial lists for villages, or sometime an aggregate view for some province and two regions (Abruzzo, and Basilicata). We can anyway guess the remaining memorial avenues and park of remembrance: at least one thousand, probably many in bad conditions, with old trees suffering from bad pruning, or no care for many years. We have some comparative data for Abruzzo, were in 1923 we count 188 committee for Memorial Avenues, and 27 completed projects. A recent (2014) study from Aldo Giorgio Pezzi and Patrizia Luciana Tomassetti analyzed 52 remaining Memorial Avenues and Parks of Remembrance in Abruzzo.

An Italian organization, "Istituto centrale per il catalogo e la documentazione" (Central institute for lists and documentation) started a project for the cataloguing of all the remaining Memorial Avenues and monuments related to WW1; at the moment they completed only the section for monuments, collecting info about more than 6000 ones.

We think only a new initiative involving municipalities, schools and Alpine troops could complete this important task; as Memorial Avenues and Park of Remembrance Cataloguing is the first step for protecting and restore this historic heritage.

Memorial Avenues In New Zealand

Les allées mémorielles en Nouvelle-Zélande

Stuart READ and John P. ADAM

Stuart READ

Landscape architect, horticulturist, expert member of ICOMOS-IFLA international scientific committee on cultural landscapes - Architecte paysagiste, horticulteur, membre du Comité scientifique international ICOMOS-IFLA sur les paysages culturels

This paper gives an overview and examples: more research and central coordination is required. Soldiers or Memorial Avenues were planted across this small country, far from battlefields.



The longest: Memorial Avenue, Oamaru, planted in August 1918 by the Oamaru Beautification Society and comprising, aptly, European (Quercus robur) and Turkey oaks (Q.cerris) commemorating c400 dead men and one woman from the region (S.Read, 16/4/18).

New Zealand's 1914 population was 1 million. World War 1 saw 10% of its people, some 103,000 troops and nurses head overseas. Some 18,277 died and another 41,317 (65,000: Mike Roche, pers. comm., 17/10/2018) were wounded (Watters, 2016). 1000 more died within 5 years of 1918 (wiki). This had huge impact, reshaping the country's perception of itself (ibid, 2016). Avenues were a positive way to remember and honour the losses. Far more common were public monuments or single tree plantings. Morgan (2008, 147) cites 0.3% of the country's war memorials were 'parks or avenues'.

New Zealand lacks a single, comprehensive list of avenues. It has a useful national website of war memorials, https://nzhistory.govt.nz/culture/the-memorials-register which includes some plantings. It also has books and active researchers. This paper was compiled with their help, in particular that of historian, John P. Adam.

The Australian Garden History Society (AGHS) has had a long interest in memorial avenues. Inspired by Treenet's *Avenues of Honour* (Australian) project, I convinced AGHS to publish a list of avenues from 2010. This is at www.gardenhistorysociety.org.au/advocacy. Slowly this list widened to include ANZAC (Australian and New Zealand Army Corps) plantings on both sides of the Tasman Sea, i.e. in New Zealand. These reflect strong links between the countries forged before 1914 and strengthened by war.

AGHS's lists distinguish between **seven** eras and 'types' of plantings, one of which is Honour Avenues. October 2018 figures show AGHS has identified **23** Honour Avenues in New Zealand to date. Morgan (2008, 148) lists 18 avenues for all conflicts: WW1, WW2 and other wars. Further research is needed on some. Also evident are one additional ex-avenue, now reduced to a single tree and three 'lost avenues'. More common are individual memorial trees, pairs or groves of trees, usually oaks: a number have been identified in both main islands.

One 'trigger' was Beautification Societies, such as Oamaru's. Active from 1908 it raised funds and did plantings, including in the *Public Gardens* (*Botanic Garden*) (Tritenbach, 1987, 124). A Dunedin and Suburban Reserves Conservation Society and Amenities Society planted trees from 1887. Taranaki Scenery Preservation Society beautified *Pukekura Park* from the 1880s (Adam, 1995, 111). Christchurch had one from 1897 and most towns followed (Edmunds, 2013). Auckland, first capital, had a Scenery Preservation Society from 1899 beautifying *Albert Park* and *The Auckland Domain* and *Symonds Street Cemetery* (John P. Adam, pers. comm., 17/10/2018). To some extent regional newspapers played influential roles: the *Otago Daily Times* and *Oamaru Mail* (Morgan, 2008, 146).

While often not avenues, another trigger was Arbor Day (an American imported idea). That of c.12/7/1915 focused on the first national WW1 commemorative tree planting. Arbor Day plantings were taken up by many schools, some including war memorial avenues. Auckland examples are *Titirangi Park*, with 80 trees, Pukekohe Primary School, Onehunga and Point Chevalier Public Schools. Memorial trees were given special WW1 associated names (ibid, 2016). John P. Adam notes heritage studies on New Lynn and Hobsonville suggested that primary schools became hubs of semi-rural communities, who managed their associated landscapes in ways yet little-studied. He suggests this could be extrapolated across the Waikato, Bay of Plenty and Northland pre-1940, noting that other community hubs linked to schools were Agricultural & Pastoral Association showgrounds, where war memorials were often sited, and where some memorial avenues survive.

Adam cites Lynn Lochhead's 1990s Canterbury University thesis 'The Brownies Portion....', described the NZ Scenery Preservation movement pre-1910 and that Phillip Simpson was first to research Arbor Day in the 1980s in a NZ Nature Conservation Council pamphlet on the day's centennial c1995-96. Adam recalls Lochhead's thesis was poor on post-1910 and 'progressive era' groups including women's societies such as the Maori Welfare League. e.g.: Auckland Civic League (all-female preservation society who planted Belleview Park, Mt Eden in 1913). Wellington and New Plymouth had active progressive leagues recording historic places. He suggests that nearly 30% of all memorial plantings in Auckland province would be on public open space. Including schools, that figure would be nearer 80% (John P. Adam, pers. comm., 17/10/2018).

NZ's largest and it seems, earliest Honour Avenue is in North Otago's Oamaru, on State Highway 1 (main street) and adjacent streets and roads. It comprised 400 European (*Quercus robur*), Turkey (*Q.cerris*) and hybrid oaks planted in 1918 and 1919 by the Oamaru Beautification Society to commemorate 400 district men and one female nurse killed.

This society (particularly Dr Alexander Douglas, president, who proposed it to Waitaki County Council in a letter received 28/10/1918) are credited with the idea. The *Oamaru Mail* (5/11/1918) in support, ran an excerpt from a Victorian newspaper on Ballarat's Avenue of Honour (ibid, 2008, 1434-5).

A County Council committee convinced Oamaru Borough Council to co-fund it, plus donations. Lack of next-of-kin volunteers turned the committee into participants (Ross, 1994, 33). Oaks were selected for hardiness, longevity and symbolism (ibid, 2008, 159).

The plan took a year to effect. It arranged trees in a radial pattern around the junction of Towey and Wansbeck Streets (ibid, 2008, 178), Severn Street, Awamoa Road, Wansbeck Street and Orwell Street in the north. Spokes radiate from town into countryside, planted at one-mile intervals on then-bare roads. Where possible, trees were placed near homes of servicemen commemorated (NZH). Each had a post, bronze plate and fence.

Most plantings by the Beautification Society occurred prior to the dedication ceremony, which lacked the display and public involvement of Ballarat's. The 11/9/1919 ceremony was short, almost devoid of war rhetoric and centred on Viscount Jellicoe, Lord of the Admiralty (ibid, 2008, 176, 179), who planted the first two oaks (*Christchurch Press*, 12/9/1919, c/o John Adam, pers. comm., 5/10/2018) for Sergeant D.F. Brown (awarded a Victoria Cross for his bravery at High Wood, on the Somme). The second, a scarlet oak (*Quercus coccinea*) commemorates Nurse Isobel Clark, drowned when the *Marquette* was torpedoed in the Aegean in 1915 (Pawson, 2004, 124; Ross, 1994, 33 notes the latter is gone, but a plaque remains, near the centre of the radiating avenues). Also planted were 15 elms, a chestnut and 3 groves of mixed species in 1919.



Above) Left: Oamaru Memorial Avenue, State Highway 1 looking north towards town and (right): leaves of its constituent Turkey oaks (Quercus cerris)[upper] and European / 'English' oaks (Q.robur)[lower](S. Read).



Two examples of white concrete replacement crosses installed by Oamaru volunteers since the early 1990s – the original crosses were timber. Left-hand image shows two brothers, jointly commemorated (NZH). Central image is a single commemorative cross (S.Read). Right-hand image is a plaque at what is likely the first-planted tree, downtown, noting the dedication date of 11/9/1919 (NZH).

By 1994 117 oaks had survived disease, road works, crashes. In the 1990s volunteers began replacing wooden markers with concrete crosses (NZH). In the 1990s Waitaki District Council, urged by NZ Historic Places Trust, did a study of its memorial oaks. A committee is replacing plaques and replanting lost trees (RB).

Auckland city's *Anzac Avenue* was a mix of native, Australian and European trees planted on 20/9/1918 by school children. The Mayor and Governor-General inaugurated it (John P. Adam, pers. comm., 13/5/2016) the Governor-General planting two puriris (*Vitex lucens*) at the corner of Waterloo Quadrant and Lower Symonds

Street (NZH). A *NZ Herald* article of 29/8/1918 notes the Mayor had secured replies from most city (school) headmasters agreeing to cooperate in the planting – nominating boys to represent each in operations.

Mention is made of improving the setting of the Supreme Court and of removing the Old University Building, to extend the avenue across it, linking the present completed portion with Lower Symonds Street (John P. Adam, pers. comm., 5/10/2018). There is no record of its formal consecration as a war memorial. While the main appearance today is of buildings, some plantings survive: Adam (pers. comm., 12/10/2018) notes a totara (*Podocarpus totara*) died in 2017 and was removed, adding that dominant remaining trees are Australian lily pillies (*Syzygium paniculatum*) (many), karaka or NZ laurel (*Corynocarpus laevigatus*), a funeral cypress (*Cupressus funebris*) and two Canary Island date palms (*Phoenix canariensis*).

Further research is needed to clarify the exact location and condition of some avenues.

In the North Island Wairarapa town of Greytown, two committees (men and women) of the Borough Council fund-raised to acquire 20 acres with native bush for a *Soldiers' Memorial Park*. Council signed the deeds on 10/11/1920. A scarlet oak was planted in 1919 in memory of Cr. W. Humphries, secretary of the men's committee, who died before the park's completion. This tree survives within the gates.

Christchurch landscape designer Alfred Buxton prepared the layout, with memorial gates unveiled 25/4/1923 by MP, Brig. Sir H.E. Hart and Mayor Mr. Hutton. The ladies' committee organised an *Avenue of Remembrance* of limes (*Tilia cordata*) at 1 pound each, 117 in all. Each had a wooden plaque, over time deteriorated and removed. The original planting had trees on the south and west of the playing field, plus a row down the middle from east to west. The latter was later removed and replanted on the south, making an avenue on that side (Bull, 1986, 63-65; (Morgan, 2008, 155, 156 although that refers to Masterton (cf Greytown), but quotes Bull (who wrote on Greytown); Morgan, pers. comm., 4 & 17/10/2018).

Gareth Winter, public archivist for Wairarapa Archives published a book on the district's many memorials that was thorough and included the first Arbor Day roadside planting (John P. Adam, pers. comm., 17/10/2018).

Several Waitaki district towns had 1919 avenues of honour, with trees donated by affected families (pers. comm. to Stuart Read, 15/4/2018). (Morgan (2008) cites Geraldine, Temuka, Waimate and Dunedin for commemorative tree plantings, not all for war dead, but notes that memorial trees were removed for road widening as early as the 1920s and others severely pruned back from power lines.

In the South Island Mackenzie district's Fairlie, Cricklewood-Kimbell Road has a *Peace Avenue* of some 500 oaks commemorating the Peace Treaty signature of 1919 (NZH; Morgan, 2008, 111). Pawson (2004, 125) notes that Fairlie took up the North Otago county challenge, but its avenue was significant as a whole – individual trees do not represent single (or groups) of individual dead soldiers. Te Ara (NZ Encyclopaedia) adds that the avenue was intended to stretch from Cricklewood to Tekapo, but only the Fairlie trees were planted.

Many plantings with time were lost, their crosses were stolen or broken. In the 1950s, surveyor Jack Horner agitated for establishment of alternative replacement tree groves. Many original brass plates were found in road berms, collected at the North Otago Museum. Since the 1990s, a committee has replaced wooden crosses and these oaks and new groves have become a better-recognised part of the landscape. Young groves are at Ardgowan School, Alma, Glencoe Domain, Hampden, Kakanui and Maheno (NZH).

In Westland's Greymouth, Mr T. Seddon MP (returned soldier, and son of NZ Prime Minister RJ 'Dick' Seddon) (Mike Roche, pers. comm., 17/10/2018) presented to the town 260 young oaks to be planted in an avenue as a war memorial. Each was to have an attached brass tablet with the name, rank and place of death of local soldiers (*Manawatu Herald*, 22/7/1920 - c/o John Adam, pers. comm., 5/10/2018 who wonders if brass plaques were a government policy of the day).



Fairlie Peace Avenue, Mackenzie, South Island, some 500 oak trees line the main road celebrating peace (NZH)

While not an avenue, Timaru's c1902 South African (Boer) War Memorial had an additional honour roll panel added for WW1 dead on 25/4/1926. Around its surrounding lawn are what appear formal plantings of Photinia x serrulata which are now trees – these could be 1922 plantings (NZH). Few other Timaru war memorials have plantings, e.g. one tree beside the Timaru Main School memorial (NZH). Mike Roche instead suggests the street going downhill from the front of the war memorial, shown in a 2011 photograph of an avenue of European ash (Fraxinus excelsior) (Roche, pers. comm. and photo, 8, 9 & 11/10/2018). Yet another is the Waitaki town of Temuka, where Morgan (2008, 111) cites commemorative plantings. These could be Himalayan cedars behind semi-circular gardens around the Cenotaph in the Domain and Public Gardens (unveiled by the Governor-General Viscount Jellicoe on 10/8/1922 (NZH).

Dunedin's Upper Junction School has native beech (*Nothofagus sp.*) trees planted (1919/20s) in an avenue alongside the playing field in the grounds, representing multiple losses for several school families (Morgan, 2008, 154, 156, 252).

Anzac Park in Nelson (formerly *Milton/Millton's Acre*) was bought by Nelson City Council in 1897 and by 1912, much-reclaimed land was added to the reserve's area. It was renamed Anzac Park after WW1 (www.theprow.org.nz) and contains very mature (i.e. likely 1920s-planted) Canary Island date palms in an avenue to the central monument (SR; www.theprow.org.nz). Its War Memorial monument was relocated into the park. The memorial's plans were agreed to by the Returned Services Association (RSA) in 2/1955 and in 1957 names were finalised for the plaques (NCC) to WW1, WW2 dead and other wars (NZH).

Auckland's Waitakere Ranges, at Titirangi, contain an intriguing avenue from c.1917/20s. *Soldiers' Memorial Walk*, now a bush 'tunnel', includes Australian (one old cypress pine (*Callitris sp.*) and *Eucalyptus spp.* and regenerating New Zealand trees. It leads to the original location of a 1917 memorial obelisk erected by Mr Henry Atkinson (subsequently moved twice: in 1965 to the *Titirangi War Memorial Reserve*, South Titirangi Road, coinciding with construction of the War Memorial Hall and greater numbers attending Anzac commemorations. A second move in 2010 put it in a more visible, central spot, outside Titirangi Library and War Memorial Hall (Auckland Council interpretive sign, c/o John Adam, 5/10/2018).

Auckland's Howick has a *Stockade Hill War Memorial* monument built in 1920, unveiled 13/1/1921, commemorating 6 WW1 servicemen lost; and 19 WW2 ones, from the district. Its site is open but, on axis is an

impressive avenue of pin oaks (*Quercus palustris*) (Wilcox, 2012, 209) possibly planted in 1921. In 1936 a trig station was installed, after a 1929 water reservoir (CFG). The oaks may date from c1929-36.

Takapuna in Auckland's *Potters Park*, Anzac Road has an avenue of totaras (Adam, ibid). The park was donated by farmer Frederick Potter in 1916, opening in 1921 (Wilcox, 2012, 144), suggesting a planting date.

In the South Island Canterbury town of Timaru, the street going downhill from the front of the war memorial was planted in 1922 – in memory (Morgan, ibid, 111) with an avenue of European ash (*Fraxinus excelsior*) (Mike Roche, pers. comm. and photo, 8, 9 & 11/10/2018).

The North's Waikato town of Cambridge, the suburb of Otane's Higgins Street has 1920s memorial plantings (Morgan, 2008, 257).

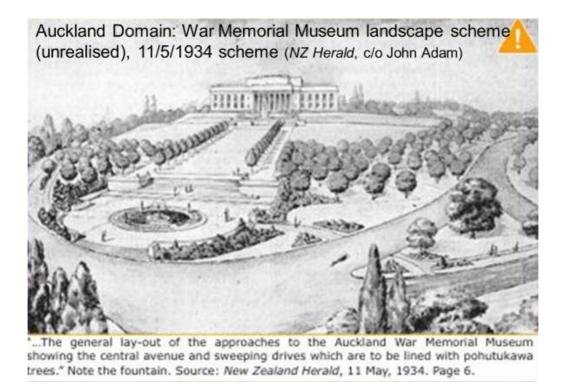
Dunedin's *Anzac Avenue* of European oaks was planted in 1925 as part of the Dunedin Exhibition that year (Mike Roche, pers. comm., 8/10/2018). Adam, pers. comm., 5/10/2018 notes he has read that this avenue, of horse chestnut (*Aesculus hippocastanum*) and elm was 'plaqued' in WW1 and the plaques were later removed.

In 1924 in South Auckland's Pukekohe a unique avenue of shrubs was planted in the Primary School. A 25/4/1925 Anzac Day ceremony saw headmaster Mr. E.F. Snell dedicate 27 *Camellia* (*C.japonica* cv.) trees (shrubs) planted '*last winter*' (i.e. 6-7/1924) in memory of 27 old boys who died in WW1, assisted by staff and pupils. He appealed to relatives and the public to pay for a stone slab at the base of each, similar to one under a holly (*Ilex aquifolium*) tree in front of the school. School Committee Chair, Mr J. Patterson reported in the *Franklin Times* of 28/4/1926 that 14 marble stabs and two metal plaques were in place, with 11 outstanding. He appealed to relatives to fill the gaps. A year later that all 27 plaques were in place. A c1931 photograph shows school children tending the stones in the avenue. The stones were moved twice: once following building of a swimming pool, later onto a bank near Queen Street. Neglect was followed by 'rediscovery' and research, which led to a 22/4/2006 re-dedication of the stones, on a low concrete wall near Queen Street, attended by c250 past pupils and descendants. The local Lions Club and Keep Pukekohe Beautiful contributed, under direction of former student, Ray Golding, with donations from many sources (Miller, 2005, 6-9). Today the original buildings are gone, but the plantings remain (John P. Adam, pers. comm., 16/10/2018).

Sefton in the South Island's North Canterbury has memorial plantings, needing more research (Morgan, pers. comm., 3/10/2018).

Auckland's Point Chevalier Public School held a 14/9/1927 plane (*Platanus sp.*) tree planting ceremony to name each tree after soldiers from the district lost in WW1. The plantings were by school children, in front of a large gathering of parents. An address was first made by School Committee Chairman, Mr. F.G. Rose (*Auckland Star*, 14/9/1927, c/o John P. Adam, 16/10/2018). A *NZ Herald* letter to the editor from Robert Wright reacted to a previous letter of Mr George Green, Dominion Organiser of the NZ Institute of Horticulture, who questioned why planes were chosen instead of native kauri, rimu, kahikatea, taraire, mangaheo, etc. Mr Wright challenged whether any of these forest trees would survive in a cleared, exposed school grounds site such as this. He noted that tougher natives such as pohutukawa, karaka, pittosporums or rata might survive: others would not. Mr Wright noted when in charge of street tree plantings in city streets, notes he fielded the same question, and the same answer. (NZ Herald, 21/9/1927, c/o John P. Adam, 16/10/2018).

In August 1929 an ambitious scheme was hotly debated in Auckland's Domain, in front of the new War Memorial Museum, over what kind of trees (native or exotic) to plant in an avenue before its 11/1929 opening. Parties in debate were the City Council's Parks department versus the Auckland Branch of the Institute of Horticulture, Horticultural Trades Association, National Council of Women, Returned Soldiers' Association and Museum authorities. Parks Committee plans for plantings had been adopted in 1927 noted the *New Zealand Herald*. These included Himalayan cedars (*Cedrus deodara*), at the Maunsell Road entrance.



1934 avenue planting scheme at the Auckland War Memorial Museum (John Adam, 1996).

In front of the museum Council proposed 2 rows of *Phoenix canariensis* palms 200 feet apart on the slope. NZ pohutukawa / Christmas tree (*Metrosideros excelsa*) and puriri (*Vitex lucens*) were the main alternatives suggested. A long letter in the *NZ Herald* from solicitor, W. Beattie, extolled natives as eminently suited, quoting the former Prime Minister's use of a Maori quote (at funerals): *A great totara has fallen*.

Beattie suggested totara / brown pine (*Podocarpus totara*), golden tainui (*Pomaderris kumeraho*), pohutukawa or climbing rata (*Metrosideros excelsa* or *M. robusta*), houhere / lacebark (*Hoheria sp.*) or whau / cork tree (*Entelia arborescens*), appealing to nationalism and noting the need for follow up care of trees (John P. Adam, 1996). Adam, pers. comm., 5/10/2018 noted there still some pohutukawa in situ from the eventual 1934 native planting, some cedars on the museum's south and *Phoenix* palms near the Wintergarden, to its west. Most were lost when American military accommodation was built in front of the museum, then later removed. The Atlas cedars that were not used in front of the museum were planted in *Western Springs Park* and *Walker Park*, Point Chevalier (John P. Adam, pers. comm., 17/10/2018).

The North Island's Bay of Plenty, Whangarei, Whangarei High School's main drive to the sports fields saw a 6/1934 avenue of pohutukawa trees planted as memorial to 30 old-pupils who died in or subsequent to WW1, organised by the Old Pupils' Association. Each was planted by a next-of-kin or a deputy, except for one, planted by OPA President, Mr. D.W. Baird (NZ Herald, 30/6/1934, c/o John P. Adam, 16/10/2018).

Oamaru's memorial oaks were not the only significant national length of avenue plantings. As late as 1936, a 1919 scheme was in motion to plant all the main road between the North Island's first (former) capital, Auckland and its younger one, Wellington. A letter to the editor of the *Wanganui Chronicle*, 31/1/1919 responded to an article of 10/1/1919 about building memorials to Dominion (NZ) soldiers in WW1. It proposed a great *Memorial Highway* be built between Wellington and Auckland, via Palmerston (North), Fielding, Marton, Wanganui, Raetihi, Taumaranui, Te Kuiti and on to Auckland. This would give access to the Tongariro National Park and Waitomo Caves. It called for the best road engineers could provide, electrically lit, with each city and town perhaps having an 'Arc de Triomphe' and called for planting suitable trees along its sides to make an avenue from Wellington to Auckland. It proposed people become associated with the movement, to beautify by tree planting (*Wanganui Chronicle*, 31/1/1919, c/o John Adam, pers. comm., 5/10/2018). This had some impact, but not until 1936. Samuel Hurst Seager CBE, leading architect and town planning advocate, the official architect of many overseas New Zealand battlefield memorials, was behind the memorial highway (Mike Roche, pers. comm., 17/10/2018; https://teara.govt.nz/en/biographies/3s8/seager-samuel-hurst/).

In Taranaki's Waitotara County, a *Stratford Evening Post* article of 23/5/1935 noted Governor (General) Lord (aka Viscount) Galway planting the first tree at Wanganui – of a scheme 'recently propounded by Mr Hope Gibbons, Wanganui to plant a memorial avenue of native and English trees along the main highway from Auckland and Wellington in memory of the Anzac campaign and to mark the King's silver jubilee',

A 27/8/1935 newspaper article noted work progressing planting the Great South Road, including in 1934 a start being made along the 33 ½ miles of highway between Patea and Turakina. In Waitotara County 2 ½ miles of that road have been planted with red gums (presumably Western Australian *Corymbia ficifolia*), ash and beech trees. Along another 3 ½ miles hundreds of flowering cherries and shrubs were noted. In Wanganui County avenues of poplars have been planted in wet localities, elsewhere wattles (*Acacia spp.*), cherries, rhododendrons and flowering shrubs. The assistance of the Wanganui City (Council) and the Wanganui Beautifying Society was noted (*Wanganui Chronicle*, 27/8/1935). All c/o John Adam, pers. comm., 5/10/2018).

A further article in 2/1938 noted the unveiling of a memorial 'shell rock seat with inset tablet' in memory of all the men of the NZ Rifle Brigade, by Brigadier-Gen. A. Stewart CMG, DSO. Rev. Archdeacon J. Young noted the avenue of trees planted in memory of NZ men, made a perfect, permanent and growing memorial. The article also noted that 'the cairn forms part of an island-wide scheme to plant the main road from Wellington to Auckland (now State Highway 1) with trees on one side in commemoration of the silver jubilee of King George V and on the other to commemorate deeds and traditions of the NZ Division in the Great War. It added that 'Already 20 miles of the proposed avenue ... has been planted, extending from Wanganui to Waitotara. It is hoped to get schools along the route right through the island to undertake planting of their portion of the main road.' (Evening Post special, 21 & another Evening Post article, 22/2/1938, c/o John P. Adam, pers. comm., 5/10/2018, who wonders if Wanganui's Somme Parade may have been the former Great North Road). 1920 and 1923 Whanganui Herald articles note vandalism of Wanganui Beautifying Society-planted cabbage trees along Somme Parade being cut down, the 1923 inauguration of Somme Parade by the Mayor and a talk in the town extolling the merits of planting trees (by Dunedin Botanic Gardens Director, David Tannock).

Adam, pers. comm., 5/10/2018 notes that a section of avenue remains clearly visible in Wanganui on the Great North Road just east of Montgomery Road near the *Winter Gardens* and *Virginia Lake*.

The North Island Otaki district town of Paraparaumu's *Memorial Avenue*, a 1939 newspaper article noted that the local branch of the RSA had started planting trees and hoped to complete the avenue the following season. A 31/12/1940 article noted establishment of a Paraparaumu Beautifying Society. It added that a vacant ¼ acre of land in the town had been placed at its disposal until needed for a future community hall. The society ploughed and fenced it for a nursery site for 500 yearling pohutukawas given by the Wellington Beautifying Society to the district. The society appealed for gifts of seeds or seedlings: its idea was to plant each side of a stretch of the highway (State Highway 1) between Shepherd's Store and the Domain. The RSA would help with plantings, to form an avenue commemorating WW1 soldiers and leading up to the soldiers' memorial gates at the entry to the Domain. A new ramp and bridge in construction to replace a level (railway) crossing) would leave a large area of vacant land, between the Domain's southern boundary and ramp. The Society aimed to extend avenue plantings over this up to the Domain's gates (11/3/1938; 7/6/1939 and 31/12/1940 *Otaki Mail*, c/o John P. Adam, pers. comm., 8/10/2018). It seems the planting was mostly in 1937-38;

Finally, Auckland's suburb of Takapuna at Campbells Bay's *Takapuna Reserve/ Centennial Park, Avenue of Remembrance*, had 25 chains of pohutukawa trees (*Metrosideros excelsa*) forming an 'Avenue of Remembrance' planted as an initial step in providing a pleasure park in the reserve. Each was planted by a member of Campbell's Bay Progressive Association (which is transforming the reserve into two public parks) or by a representative of a body interested in the project. The avenue will represent a (NZ) Centennial gift and memorial (*NZ Herald*, 24/8/1939, c/o John Adam, 5/10/2018).

Conclusion

New Zealand's avenues are fewer in number and scale than Australia's. More widespread are single or grove plantings, still more so are stone monuments. But it planted avenues to honour World War 1 dead and survivors. Patriotic spirit was strong, losses felt keenly in a small, thinly-spread, populace. They lack coordination and heritage listing and need better recognition and management to ensure their future.

Acknowledgements

I am grateful to New Zealand colleagues, garden historian John P. Adam, Manukau librarian Bruce Ringer, Joanne Morgan, Mike Roche and Prof. Eric Pawson, Australian colleagues Glenn Williams of Treenet, Gwenda Sheridan and Chris Betteridge for encouragement and helpful information.

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La France, la Belgique et l'Allemagne, trois grandes absentes ? France, Belgium, and Germany, conspicuous by their absence?

Chantal PRADINES

Déléguée générale de l'association ALLEES-AVENUES / allées d'avenir/ -Managing Director of association ALLÉES-AVENUES / avenues of the future /

Lorsque la question d'un colloque sur les allées mémorielles a été évoquée avec nos partenaires français et allemands spécialistes du paysage ou engagés de longue date dans la préservation du patrimoine des allées, aucun n'avait eu connaissance de cette pratique de plantation liée à la Grande Guerre. Nos partenaires belges non plus. Cette pratique était-elle réservée aux pays du Commonwealth, trop éloignés pour que les familles viennent se recueillir sur les tombes des leurs restées sur les champs de bataille (par souci d'équité et de ne pas désunir des frères d'armes dans la mort, les corps n'avaient pas été rapatriés) ?

En France, la nécessité d'espaces personnels pour le deuil et le souvenir, hors des cimetières, ne se posait pas de la même manière : les distances moindres rendaient les sépultures plus aisément accessibles, quand les corps n'avaient pas été tout simplement ramenés dans le cimetière communal, comme l'autorisait la loi de 1920 - et comme ce fut le cas pour 230 000 dépouilles.

Le financement du monument aux morts communal par l'État français a sans doute eu pour conséquence d'éloigner de l'action les communautés - familles, cercles de collègues, etc. -, épargnant de ce fait les discussions sur le type de monument le mieux adapté, comme il y en eut dans les pays où l'on opta pour des allées d'arbres, et imposant le schéma standard du monument de pierre au cœur de la cité. Même si certains monuments aux morts français ont pu être mis en place par des entreprises ou des universités, même s'il y eut des souscriptions en complément des subventions publiques, la nécessité de rechercher une solution plus économique se trouvait ainsi évacuée, tout comme le débat sur le choix entre un geste qui bénéficierait à toute la communauté des vivants en même temps qu'il marquerait le souvenir, et le monument pour les morts et leur souvenir.

Le « culte des noms », manière de rendre présents les absents en les nommant, a joué un rôle dans la forme des allées mémorielles, où chaque soldat est identifié par une plaque ou une stèle. Très caractéristique de l'approche anglo-saxonne, il est resté jusqu'à très récemment (en 2014 avec l'Anneau de la mémoire à Notre-Dame de Lorette) étranger à la France : l'ossuaire de Douaumont ne comporte aucun des noms des 130 000 soldats français et allemands et la France avait demandé à l'Imperial War Graves Commission de ramener à 4 au lieu d'une douzaine les monuments exclusivement voués à porter des listes de noms devant être implantés sur le territoire français.

De manière générale, l'arbre et le paysage n'ont pas eu non plus le même poids dans l'aménagement des nécropoles elles-mêmes - comme ils n'ont traditionnellement pas le même poids dans l'aménagement des cimetières civils -. Contrairement aux Français, par exemple, pour leurs cimetières de la Grande Guerre, les Britanniques avaient fait appel à une figure emblématique de l'aménagement paysager, en l'occurrence Gertrude Jekyll. Pour les Français par ailleurs, l'arbre n'était pas investi de la symbolique nationale comme en Allemagne, et le paysage arboré, trop familier, ne pouvait non plus avoir le même poids qu'il pouvait avoir pour les combattants venus des antipodes. Le rôle joué en particulier aux États-Unis par l'Arbor Day Foundation n'avait enfin pas son pendant en France, le pays n'ayant pas adopté alors la Journée de l'Arbre comme l'avaient fait déjà, après les États-Unis, le Canada, la Nouvelle-Zélande, l'Australie ou l'Italie, par exemple.

L'arbre n'est pour autant pas absent des lieux portant le souvenir des combattants de la Grande Guerre en France, en Belgique ou en Allemagne. En Allemagne, le concept de « Heldenhaine » (bosquets des héros) de l'architecte Willy Lange prévoyait la plantation d'un chêne sur chaque tombe des soldats et l'architecte Robert Tischler, chargé en 1919 de définir les règles d'aménagement des cimetières militaires allemands prévoyait une large place aux arbres. L'allée d'arbres elle-même n'est pas absente des cimetières. On la trouve dans le carré militaire de Tübingen où les allées mènent vers le monument (projet de Karl Haug réalisé en 1921), à Sarrebruck sous forme d'une allée d'ifs taillés ou encore à Bocholt (Rhénanie du Nord-Westphalie), dont le cimetière réaménagé en 1920 intègre des allées de platanes et tilleuls taillés disposées en étoile. En Frise

orientale, à Loga, Münkeboe, Rysum ou Timmel, de courtes allées mènent au monument aux morts ou au cimetière où sont enterrés certains des combattants de la guerre.

La France et la Belgique aussi comptent des allées d'arbres plantées en lien avec la 1ère Guerre mondiale quelquefois plantées par leurs alliés - et menant généralement à un monument aux morts, comme à Zottegem en Belgique (Heldenlaan - allée des héros, constituée de 26 platanes, complétée d'un arbre de la liberté, plantés en 1921), à Morhange (Moselle) ou Levet (Cher) en France. L'allée de Levet dont fait état le Journal Le Berry en 1931 a une portée symbolique forte, étant constituée de deux rangées de marronniers issus de marrons produits par les arbres de la digue de Verdun, sous le feu de la bataille, en 1918. Une autre allée, implantée géographiquement sur le sol français, mais dans l'enclave du Mémorial national sud-africain du Bois Delville (Somme), est aussi lourde de sens : 6 glands français apportés en 1688 par le Huguenot Jean Gardiol et plantés à Cape Colony, Franschoek (le « coin des Français ») en Afrique du Sud, ont à leur tour donné les jeunes chênes formant l'allée double du Mémorial. La Canadalaan, l'allée canadienne menant au Mont Sorrel (Ypres) en Belgique, une allée d'érables de 2 km plantée en 1916, présente la particularité intéressante de suivre le tracé de la ligne de front.

Ces allées ne comportent toutefois pas d'éléments permettant d'associer nominativement un soldat à chacun de leurs arbres. L'Allemagne semble le seul des trois pays à compter, dans les années 1930, deux allées mémorielles d'arbres dédiés à des soldats individualisés : une allée de 42 tilleuls au Kahlberg, en Basse-Saxe, et une allée de 84 tilleuls à Ebersberg, près de Munich, en Bavière. Le parcours exploratoire effectué à l'occasion du colloque a permis de faire émerger ces rares exemples. Nul doute qu'un travail de recherche mériterait d'être engagé sur ce sujet.

Si l'arbre et l'allée n'ont, a priori, pas joué de rôle majeur dans les pratiques mémorielles françaises ou belges de l'après-guerre, il est intéressant de constater que le geste de planter semble s'être au contraire imposé naturellement pour célébrer le centenaire de la guerre. On a planté des arbres isolés (on a planté un arbre de la paix - un ginkgo offert par la ville allemande jumelée, double symbole - à Tergnier (Aisne) ce 8 novembre ; un arbre de la fraternité à Montville (Seine-Maritime) ; des « Arbres de la Paix pour une Europe unie pour un monde fraternel » dans les 125 collèges et certains sites du département de Pas-de-Calais). On a planté des arbres en bosquets ou en forêt (opération « 100 ans - 100 enfants - 100 arbres » à Carvin (Pas-de-Calais)). Et enfin... on a planté des arbres en allées. L'Association Cormier Fruitier Forestier vient d'achever des plantations dans la Meuse, au fort de Troyon et sur un ancien tracé de la Voie Sacrée. Plus intéressant encore, des communes du Jura comme Brévans ou Champagney ont, chacune, planté en 2014 une allée du souvenir tout à fait semblable aux allées mémorielles du Commonwealth, avec, pour chaque arbre, une stèle dédiée à un soldat de la commune. Sans rien connaître les unes des autres, ni de leurs pratiques respectives, voici ainsi, à 100 ans et des milliers de kilomètres de distance, des communautés reliées par des allées. Affaire à suivre !

Dynamiques autour d'un patrimoine

The dynamics for a heritage issue

Chantal PRADINES

Déléguée générale de l'association ALLEES-AVENUES / allées d'avenir/ -Managing Director of association ALLÉES-AVENUES / avenues of the future /

Les arbres sont vivants, les allées ne sont pas figées. Comment les allées mémorielles ont-elles évolué depuis la fin de la Guerre mondiale ? Comment ont-elles survécu - ou pas - au temps ?

Effacement et glissement mémoriels, absence de gestion et dégradations ont fait se fondre beaucoup des allées mémorielles dans le paysage, ont fait perdre à beaucoup d'entre elles des arbres ou des dédicaces, voire les ont fait disparaître en totalité. Ce mouvement commence très tôt : mauvaise reprise des arbres à la plantation dès 1925 pour la Lincoln Highway aux États-Unis, mauvais état des arbres signalé en 1929 et vandalisme en 1934 en Australie, abattages pour élargissement de chaussée dès les années 1920 en Nouvelle-Zélande, etc. Hélas, cette dynamique négative se poursuit encore jusqu'à aujourd'hui, comme en atteste la situation de Sheffield en Grande-Bretagne.

Des dégradations plus subtiles de ces allées ont été régulièrement relevées, telles que la perte d'intégrité visuelle lorsqu'une partie de l'allée est amputée, la « dénaturation » et la perte de la « grandeur » de l'allée si on éloigne les rangs d'arbres. Ceci, qui concerne toutes les allées en général, mérite attention.

De l'effacement qui semblait gagner ce patrimoine d'importance nationale pour les différents pays concernés, on est toutefois passé, globalement, à un regain d'intérêt, à un inventaire de l'existant, et à une restauration de ce qui peut encore l'être. L'engagement des populations, comme à Montafia d'Asti (Italie), à Sheffield (GB) ou en Australie, avec TREENET a été décisif, entraînant une prise en compte par les gestionnaires, même si l'inversion de dynamique est quelquefois longue: pour la Des Moines Road à Seattle, les résidents sont parvenus en 1973 à empêcher l'élargissement de la voie qui aurait conduit à l'abattage des arbres, ils sont parvenus à faire rétablir le nom de « Memorial » en 1984, à faire engager une étude de l'université en 1989, pour en fin aboutir en 2000 à la création d'un comité mixte chargé de veiller à la préservation de l'allée.

Power to the Peaceful, 3 years of community action to save our street trees Le pouvoir aux gens de paix - 3 années d'actions citoyennes pour sauver les arbres de nos rues

Chris RUST

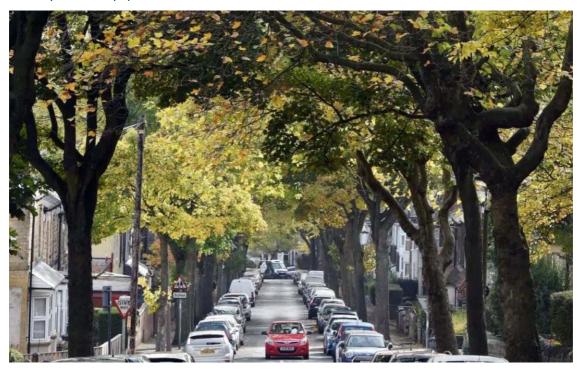
Co-Chair, STAG - Sheffield Tree Action Groups - Co-président de STAG - Sheffield Tree Action Groups

Background - Building a City in the Trees.

The City of Sheffield is well-known for its trees. Many hillsides too steep for building remain as woodland and in the 19th century there was extensive planting of new avenues of lime, London plane and other big trees. The pioneer was Thomas Wostenholme, a wealthy manufacturer who had visited Boston in the United States and was impressed by the tree-lined roads.

He and other successful steel manufacturers invested their profits in building houses for sale or rent. Wostenholme led the development of a large area to the southwest of the city, called Nether Edge, and employed his architect to lay out a pattern of lime tree avenues surrounding his new mansion, Kenwood.

This pattern was followed in other parts of the city before 1914, often including schemes for residents to pay for plantings in their own streets. During the 1914-1918 war trees were planted in Oxford Street as memorial for dead soldiers, possibly one of the first memorials of that war, and after the war a number of streets were planted with war memorial trees. The best known is Western Road, a long avenue of 64 trees planted in memory of former pupils of the Junior School in that road.



Memorial Avenue in Western Road, Sheffield

In the second half of the 20th century, new schemes were introduced as new houses were built and residents also contributed to the cost of tree planting in their streets, usually smaller species such as cherry. This is significant because some of the people who paid for the trees outside their homes, or their children, still live in the same place today. Naturally they have a strong association with 'their' trees.

One famous road, Abbeydale Park Rise, has a long avenue of old cherry trees rising up a hillside and they have become a big focus for community activity in that road. As well as events when the cherries are in blossom, attracting visitors from across the city, the residents have installed decorative lights in all the trees and the

spectacular illuminated avenue attracts a second wave of visitors at Christmas, a great source of pride for the residents.



Cherry Avenue in Abbeydale Park Rise, Sheffield

Towards the end of the 20th century, the City Council created the *Nether Edge Conservation Area*. Conservation areas have significant architectural heritage and they are protected by strict rules on what kind of development is allowed, for example the building materials that can be used. The official description of the Nether Edge Conservation Area (SCC, Undated) makes it clear that the tree-lined streets are one of the most significant features of the area, defining its character as an important urban landscape.

13.9 A defining characteristic of the area is the vistas framed by trees along a number of its streets. Montgomery Road and Rundle Road possess particularly impressive long vistas almost along their entire length." (SCC Undated)

2007-2018 - The Battle for Sheffield's Street Trees

The problems for Sheffield's Street Trees started to develop in 2007 when the local government misread a survey of street trees in the city (Elliott 2007) and decided, incorrectly that 75% were near the end of their life. There had been a lack of regular maintenance for many years so work was needed but a large proportion of the larger trees are healthy and estimated to have a further 100 years of life.

At the time Sheffield had a long-standing problem due to lack of money for road maintenance and the roads were in very bad condition. The national Government agreed to pay half the cost of a very big programme (£2.2bn) to renew and care for all the roads in the city, from main highways to small streets. However, the government also insisted that Sheffield use a particular system of funding, the PFI system designed to keep public debts out of the government's accounts, which gave control of the roads to a single contractor for 25 years.

Thus, the contract, which started in 2012, had rules and assumptions which would be largely unchanged until 2037. One of those assumptions was that there would be a need to replace up to half of the city's street trees, most of them in the early 'investment' phase when the roads were renewed over the first five years. Because a big part of the contents of the contract were secret from the public, for 'commercial confidentiality', it was impossible to know what was planned for the trees or why.

By 2015 citizens were beginning to see plans for tree felling that caused great alarm. The early stages of the work had been in the outer areas of the city on roads where there was more space and greenery, and a more deferential, conservative-minded population who did not question what was happening. By 2015 the work was being planned for inner suburbs which tend to have a higher proportion of environmentally aware citizens and a less deferential culture and the first local campaign groups were formed to protect trees.

In 2015 the first group of residents came out to block access to their street, Wayland Road, when tree fellers arrived and a tree camp was set up to keep watch on a well-known avenue, Rustlings Road where a large number of trees were condemned. There were also some public meetings at which Local Government officers, mainly highway engineers, faced very angry citizens and it became clear there was wide opposition, the City Councillors and their officers were becoming concerned and, although the work at Rustlings Rd and Wayland Rd was postponed, protestors started appearing at felling sites across the city and preventing work by standing under trees.

By the end of 2015 it was clear there was a big problem, a large number of local groups had formed and a city-wide coordinating group (STAG - Sheffield Tree Action Groups) was formed. The City Council decided they must respond and set up an 'Independent Tree Panel' (ITP) with experts to scrutinise the tree programme. However, they believed that the ITP would endorse their plans and in fact it appears that it was not possible for the council to change the plans significantly.

At the same time Campaigners took the City Council to court to obtain a ruling that the scheme broke laws on environmental impact assessment and consultation. Although this was not successful, the court case and the ITP process meant that very little tree felling took place in the first half or 2016.

But later in 2016 the contractors started making more aggressive efforts to fell trees including 'dawn raids' to chop down trees before campaigners were aware, the police were called out by the contractors and although they were reluctant to intervene, eventually the contractors persuaded them to use an anti-trade union law to arrest people who were preventing tree work.

This led to a scandal in December 2016, when a large force of contractors and police came to a famous avenue, Rustlings Road, to fell trees in the darkness at 5am. The public outrage at residents being woken up by police in the night and two retired ladies being arrested in their night clothes for refusing to move from a tree outside their houses, caused great embarrassment but efforts continued until the 'Battle of Chippinghouse Road' in February 2017.



Seven tree protectors waiting for arrest on Chippinghouse Rd, February 2017. Two more were arrested the next day.

After a week of angry conflict in which 9 people elected to be arrested rather than move from under the trees they were protecting, a radical lawyer, Paul Powlesland, produced a legal opinion which showed the police that the arrests were illegal, and campaigners were able to continue to prevent fellings by 'hugging' trees.



Celebrating trees on Chippinghouse Rd, February 2017

For the next year Council and contractor tried a series of legal moves, using police and private security guards to enforce fellings, but the ingenuity of the campaigners enabled them to develop new ideas to counter each new legal move and eventually, when the contractors could only work with an army of 30 police and 20 security guards to protect the felling of a single tree, tree felling was economically impossible and paused.



Security guards preventing protests, Meersbrook Park Road, 2017



Mass Tree Hug, Meersbrook Park Rd, 2017

Today - Stalemate

We are now in the middle of protracted negotiations between City Council, Contractor and Tree Campaigners to see if a compromise solution can be found but there is still a large number of people willing to go out on the street to defend trees so there is no certainty what will happen next.

The events in Sheffield have attracted national and international interest. The UK Government has attempted to intervene and recently introduced new rules for tree management and new money for street tree planting, inspired by the Sheffield protests. Other towns and cities have stepped back from tree felling plans and although the future of Sheffield street trees is still uncertain the sustained and organised efforts of our campaign has led to big changes in national understanding.

Sheffield has always been a home of radicalism, in 1932 Sheffield people marched out onto moorland near the city to claim the 'right to roam' over land blocked by rich landowners. There were arrests and outrage at the protests but today those pioneers are celebrated, and they are credited with gaining a legal right to roam in the countryside throughout the United Kingdom. We hope todays Sheffield troublemakers will achieve something as important for our urban forests, including those precious memorial avenues.

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The example of Montafia d'Asti, turning point for raising collective awareness L'exemple de Montafia d'Asti, point tournant dans la prise de conscience collective

Angelo PORTA

Consultant to Legambiente - Conseiller auprès de Legambiente

Maria Vittoria GATTI

Chair of "I nostril tigli. Montafia" - Présidente de l'association "I nostri tigli. Montafia"

The chainsaws began to take the trees out of a memorial avenue connecting the suburb of Zolfo di Montafia to the center of the village in the afternoon of November 20, 2013, but the inhabitants of the village and neighboring areas put an end to it, for the first time in the history of Asti province.

We need to examine some aspects of current Italian law in order to understand the reason for cutting down trees and reason for inhabitants to stand against it.

Memorial avenues in Italy often stand on public roads, so issues related to road laws amount to the standard problems connected with maintaining trees in good health and shape. Knowledge of road laws helps avoid tree felling, as in the Montafia d'Asti example.

There is no mention about tree-lined roads in the road laws, even when searching as far back as 1865 - just after Italian reunification - whilst there are many rules about private trees along roads. This is still valid in the current Italian road law revision (1992): the distance between any road and private trees outside villages and towns must be greater than maximum possible tree height. In 2008, a woman died crashing into a tree in central Italy, and in 2010 the Italian Supreme Court (Cassazione) condemned the road worker to prison because he did not eliminate the danger from this very old public tree along the road. The interpretation of the Ministry of Transport was "what is valid for private trees should be valid for public trees too". Consequently, as of 2010, it is not possible to plant a tree along any road outside villages and towns in Italy. Old trees could stay, but public administrators fear the possibility of similar judgements, so often they try to cut down every tree. In 2012 Asti province started a dissimulated project for felling all the remaining trees along all roads; this explains why, on November 20, 2013, they started cutting down the trees along "strada provinciale 2" in Montafia d'Asti.

Montafia is a small village in the Alto Monferrato, a microcosm of nature, history and stories. The scattered houses look out over the green of rugged hills, crowned by the enchantment of the mountains. Even today, a long avenue of lime trees that runs along the provincial road 2 connects the center of the village to a sulphurous spring at its feet. The absence of the many young people who died in the Great War was still a gaping scar across the country and its green hills when, in 1925, Mayor Giovanni Molino decided to transform the sunny road from the historical Fonte Solforosa spring to the village into a long memorial avenue. The Provincial Deputation of Alessandria authorized the planting of the trees in April 1926, and some years later the youngest war widow, Giuseppina Viarengo, former wife of Giuseppe Rosso, was the godmother at the solemn opening ... with an unforgettable ride in a buggy.

Time washes over people and memories. The linden memorial avenue stood there, silent witness to a tremendous new kind of war. Solemn old linden trees with a long history and an inebriating scent gave a deep breath of green to everyone climbing to or descending from the village. The fatigue of reconstruction, the economic boom, and the charm of the big city depopulated our hills, commuting and the myth of what is "new" disfigured the face and life of the country. Many things were lost, others were neglected; as in everything we were too sure of ourselves. The linden trees remained, majestic and immovable until November 20, 2013. The slaughterers sent by Asti Province administration started taking them out, even though they were adorned with the Italian tricolor ribbon, for every year the eighteen-year-olds of the village still start their celebration from the memorial avenue!

We can imagine that everyone - except for the people of Montafia - had forgotten this was (and still is) a memorial avenue. Therefore, many people immediately started to complain about the felling operation, and on the morning of November 21 they loudly asked and succeeded in convincing Montafia's Mayor Marina Conti to sign an official stop order against Asti Province.

Only when part of the memorial avenue was on the ground did everyone appreciate the silent magic of this presence, too beautiful to destroy, too rich in the history of fragrances of memories to forget as one would forget an old kerbstone on the roadside.

The shame of the trees' loss became an awareness of the profanation of identity and a search for deeper roots. The village rediscovered itself and its pride in its existence. Environment, culture and social life intertwine with new ferments and rich promises. A new chapter of the story of the tree has begun.

The "Our linden trees - Montafia" Association is born, with the aim of replacing the felled trees and protecting the landscape. Many associations and concerned people support it, newspapers follow it. The road affected is outside the village, so we cannot replant trees but, according to one suggestion, it is sufficient to change the boundary of the village a few tens of meters. A long and exhausting negotiation with the Public Administration has begun. The Association is organized into skills-based working groups. After some weeks at the Asti State Archives, we found the approval for a memorial avenue from the Provincial Deputation of Alessandria in 1926.

Our research continued. We found the surveyor's survey, the receipts of the subscription for the war memorial, the land purchase contract... Gradually we rebuilt the whole story of the Memorial Avenue and its oblivion. Moreover, we built new friendships, reinforced old affections, we learnt to dream of a more vibrant and more beautiful country. Months and months of work, contacts and expectations... then finally, at the end of October 2014, the resolution concerning the Municipal Road Law made it possible to replace the felled linden trees. It was party time! The Association "Our linden trees" immediately activated initiatives aimed at raising the necessary funds for the purchase of the trees and began preparations in collaboration with the Municipal Technical Office. Associations, organizations, many mayors, the bishop, citizens of the area, and many more besides, together, began replanting in November 29, 2014. The asymmetry of the avenue will be the sign of a new memory, how beauty has managed to do what no one else had managed to do, i.e. unite many people with a sense of community, users, jointly responsible for a shared gift. The Declaration of Interest from Regione Piemonte was officialized in May 2016, so Italian law now protects the memorial avenue.

The story does not stop here. The association continued its work and in 2018 wrote a book gathering the stories of all the soldiers from Montafia and neighbouring villages who died in WW1. Other projects are ready to start in 2019 and beyond.

The Avenues of Honour Project Down Under – A Trail of Discovery Le projet australien "Avenues of Honour" - Un parcours de découverte

Glenn WILLIAMS

Director, TREENET - Directeur de TREENET

Introduction

At TREENET's inaugural Symposium in 2000, a vision posed for the future of treescapes in Australia, included an insistence there must be more avenues and boulevards, not less. ²⁰

During that discussion, casual reference was made to historical avenues planted as war memorials, principally occurring in response to Australia's involvement in WW1. What did we know about them and their contribution to the landscape?

TREENET has claimed that more than any other people, Australians have chosen to recognise war service and sacrifice through community plantings of memorial trees. For centuries, Avenues of trees were planted by many countries for a variety of reasons. Avenue plantings in Australia as a landscape feature and for memorial significance have been a cultural legacy since European colonisation. However, nowhere else has embraced the concept of a living War Memorial in the form of an Avenue of Honour, like Australia.²¹

So where are all the Avenues to support this claim? In answer, many Australians would likely nominate the iconic, 22km WW1 Ballarat Avenue of Honour in regional Victoria; for those more geographically aware responses might tease out another handful of notable Avenues, such as at King's Park in the city of Perth, Western Australia; Bacchus Marsh in regional Victoria; Soldiers Memorial Avenue, city of Hobart, Tasmania.

Instinctively it was understood there were likely to be more memorial avenues in the Australian landscape planted in the first half of the century after the Gallipoli landing, or at least some history marking their purpose, even if lost to the ravages of time.

Embarking on this quest to discover Avenues, as part of the decade's countdown to various WW1 centenary events for the Gallipoli landings, service on the Western Front in France and peace heralded by Armistice Day, TREENET launched its ambitious Avenues of Honour 1915-2015 Project in 2004 – as conceived and founded by TREENET's first Director, David Lawry OAM.

TREENET sought to preserve the history, the stories and the very personal nature of these living memorials. In the void of no centralised, national record of these commemorative plantings, TREENET became a self-appointed champion to locate and record existing, known Avenues of Honour and to encourage where possible their restoration, reinstatement and to promote the tradition through the establishment of new memorial trees.

Core to these aspirations was the desire to engage with pivotal organisations, family relatives, local communities and historians in such a way as to match the drive and the sentiment behind the plantings of original avenues of honour for those commemorated.

The term "Avenues of Honour" immediately conjures a precise image in the mind, of a double-row of sentinel trees, lining either side of a roadway, a street, or a path in a park or garden.

It must be noted TREENET's Avenues of Honour project uses the term more broadly, to record details about ALL commemorative trees, be they a solitary specimen (as in the case of the "War Memorial Oak"); or arranged as a single-sided row; or planted as a copse or memorial grove of trees.

²⁰ GM Moore A Management System and Choices for Australia, Proceedings of the 1st National Street Tree Symposium, 2000

²¹ S Cockerell TREENET Avenues of Honour Survey, Proceedings of the 5th National Street Tree Symposium, 2004

Whatever aspect or spatial arrangement they have secured in the landscape, these living memorials signify a common purpose for honouring the lives, the service, the sacrifice and the suffering.

For the purpose of this discussion, the focus is simplified to reflect on actual avenues of living memorials.



Developing the trail of discovery 2004 - 2012

In response to the challenge, TREENET had to consider some key questions:

How to secure a dedicated person and resources to help manage and coordinate the initial search?

What type and from what sources could information be found and collected?

What search tools were available?

How would the information be stored?

What to do with the information once collected?

Sarah Cockerell, a natural science Honours student from Flinders University, Adelaide, was secured by David Lawry to assist with TREENET's emerging Avenues of Honour Project. First in a volunteer capacity, then as a part-time, casual employee and eventually supported by her PhD scholarship, Sarah embarked on further research, dedicated to Australia's memorial avenues.

Existing, historical, piecemeal surveys were explored, some having been commissioned as early as the 1920s at a national level. Others were revealed as either state-based or at local community levels.

These existing surveys, invaluable internet searches, coupled with initial contacts with councils, local community history groups, Returned Services League (RSL) branches and private individuals, had identified 184 avenues but had failed to confirm the health or even the continued presence of many of these avenues planted after the First World War.²²

The Project launch in 2004, early media promotions and word of mouth elicited further interest from the public and other parties. The injection of information from the broader community began to bolster the number of records

In 2006, Homewood Consulting in Victoria and supporter of TREENET, developed the structure for a geospatial database. It was envisaged that users of the database would utilise and search the information in a similar manner to that of 'Google Earth'. This set the aspirational model for the types of information and how the data might be stored.

In 2008, as a body of work towards Sarah's PhD thesis, a formal paper-based survey was distributed to many Councils (local government authorities). Memorial avenues and the trees that comprise them are typically on public land and most often managed by local Councils. The <u>detailed survey</u> was designed to identify war memorial tree avenues around Australia and provide an overview of their condition and management.

Survey results identified 567 known Avenues of Honour across Australia; over 400 were planted during WW1 or its aftermath – many of which remained in some form; some depleted or in poor condition.

²² S Cockerell, D. Lawry TREENET Avenues of Honour Project 1915-2015 – Progress Report, Proceedings of the 6th National Street Tree Symposium, 2005

 $^{^{23}}$ B Kenyon Development of a Standard for Avenues of Honour Database, Proceedings of the 7^{th} National Street Tree Symposium, 2006

The information gathered from various sources (principally TREENET's survey) was stored and maintained as a flat-file spreadsheet.

A lapse in people resources and financial support towards the end of this period impeded further progress.

The journey of discovery continues 2013 - 2017

Since 2004 TREENET had been managing three key aspects:

research and documentation of avenues planted for WW1, WW2 and other conflicts project promotion and support for community activities

community engagement and education

In 2013 TREENET reviewed these aspects to find ways to accelerate outcomes.

Courtesy of unsolicited philanthropy from a TREENET supporter, a new, dedicated Avenues of Honour, wikistyle website was initiated. The digitally mapped locations and snapshot summaries of known Avenues of Honour became conveniently accessible for the first time. It was also imagined the integration of blog-style community conversations would encourage greater community reach Australia-wide. A separate, internet based <u>Flickr media site</u> was also established to capture community-supplied images of memorial plantings. In tandem, TREENET was dabbling in social-media platforms at this time and supplementing the <u>TREENET Facebook</u> page, a dedicated <u>Avenues of Honour Facebook</u> page was established.

A critical and vexing issue however was TREENET's lack of capacity to link avenues of honour to the individual service men and women represented, along with their stories and service history.

In mid-2016 a successful Australian Government grant, solved the issue allowing TREENET's living memorials database to be integrated with a marvellously versatile, interactive, web-based platform established two years earlier, by the RSL of South Australia. Now a national program and a feature of the Australian War Memorial, an ongoing and collaborative partnership has been forged between the national TREENET Avenues of Honour Project and the <u>Virtual War Memorial Australia</u> (VWMA).



Complementary to the VWMA, a new <u>Avenues of Honour website</u> was launched in September 2018 to help reinforce the expected benefits for the community, including:

Greater access and interactive capacity to learn about Australians, their service and their memorial avenues of honour;

Improved stimulation and engagement whilst participating in the trail of discovery and sharing of information;

Living memorials will be better known, recognised and discovered by their descendants, relatives, local communities and other interested parties;

Ensure that Avenues of Honour continue to play an important role in community commemoration of military service and sacrifice;

Support for the coordination of community-based initiatives to conserve, restore, reinstate and establish memorial avenues of honour.

TREENET continues to strengthen partnerships with key organisations across Australia, including but not limited to RSL Sub-branches, National Trusts of Australia, state and local governments, community historical societies, historians, educational institutions and community service and sporting clubs.

The process of fostering local champions, be their relatives and descendants of persons commemorated, community historians or simply tree-centric, civic-minded individuals, is particularly vital to the continued success of the Avenues of Honour project.

In 2018, TREENET's original mission is still very clear and the rewarding journey of discovery continues.

"Avenues, not borders": the idea behind the Polish-German trans-border avenue and how it was done

« Des allées, pas des frontières » : l'allée transfrontalière germano-polonaise, de l'idée à la concrétisation

Katharina DUJESIEFKEN

Agricultural engineer, Coordinator Trees and tree avenues protection, BUND - Ingénieur agronome, référente Arbres et allées, BUND

Piotr TYSZKO-CHMIELOWIEC

"Roads for Nature" programme leader, Fundacja EkoRozwoju - Directeur du programme « Roads for Nature », Fundacja EkoRozwoju

Planting of the first cross-border avenue on the German-Polish border was celebrated with a party on 16 April 2014 at 16:00 clock at the border crossing between Ladenthin (Germany) and Warnik (Poland), in the Northern section of the border, near the city of Szczecin (Stettin). The planting celebrated both avenue conservation and the border that divides us no more. It is useful to know that this border was established only in 1945, in the aftermath of World War II.

BUND Mecklenburg-Western Pomerania (Schwerin) and the Foundation for Sustainable Development (Fundacja EkoRozwoju – FER, Wrocław) had been cooperating since the beginning of this decade on avenue conservation projects. A high point of the joint Roads for Nature LIFE project was planting of the trans-border avenue, under the slogan "Avenues, not borders" (Ger. *Alleen statt Grenzen* – Pol. *Aleje zamiast granic*). Green Federation "GAJA" from Szczecin also participated, as a regional partner of the project.

Just as the "Deutsche Alleenstraße" (German Avenue Route), which was inaugurated in 1993 and runs from Ruegen island to Lake Constance, has contributed to overcoming the inner German division, so too the project "Avenues instead of Borders" was to be an expression of the European unification process. With this project we have pointed out that we must preserve a common cultural, historical and ecological heritage. That means maintaining our existing avenues and planting new ones. In addition, this project was an expression of active German-Polish cooperation.

The trees were planted between Ladenthin in German Land of Mecklenburg-Western Pomerania (Mecklenburg-Vorpommern) and Warnik in Polish region of Western Pomerania (Zachodniopomorskie) along a road that had only been developed in recent years with the help of European funding. We chose this road, as there were only a few trees on the German side, and no trees at all on the Polish side. With our planting, we aimed to fill the gaps and close the avenue, so this part can be enjoyed as a complete avenue that connects two countries.

2013 we started to plan for the joint planting. We had consultations between the Polish and German environmental associations and the environmental and road authorities on the Polish and German sides, with the local mayors and the responsible road services. All participants on both the German and the Polish side showed great interest in the project and promised their support. One challenge was to make sure that trees planted on both sides of the border looked the same. We analysed planting specifications from both countries to assure a common approach.

The planting was accompanied on 16 April by a cross-border festival, which contributed to a better understanding and raised public awareness regarding the protection of road-side trees. With this festival, we hoped to initiate further joint actions. Regional-level officials and a consul of Germany in Poland participated, rich media coverage in both countries followed.

The planting was financed by the LIFE project.

« Allées - Horizon 2030 »

Chantal PRADINES

Déléguée générale de l'association ALLEES-AVENUES / allées d'avenir / - Managing Director, ALLÉES-AVENUES / allées d'avenir /

Selon les spécialistes de la mobilité, 2030 est l'horizon auquel le véhicule autonome pourrait l'emporter sur le véhicule conventionnel. Trop souvent, aujourd'hui, les nouvelles données en matière de sécurité routière ne sont pas prises en compte lorsqu'il est question des arbres de bord de route, et les gestionnaires de voirie bannissent les plantations à proximité de la chaussée. Ceci a été identifié comme la cause principale de la disparition des allées en Europe, soit en raison des abattages, soit en raison de l'impossibilité de replanter. Les choses commencent toutefois à changer : le conseil départemental de Seine-et-Marne dénonce dans la presse l'idée reçue selon laquelle les arbres au bord des routes seraient dangereux. Celui de Haute-Garonne n'hésite pas à replanter sur ses emprises actuelles pour assurer la pérennité de ses 1000 km d'alignements. Avec le véhicule autonome, la question de la sécurité routière et de la proximité des arbres à la chaussée va tout simplement être évacuée. Ceci va simplifier le chantier « Allées - Horizon 2030 », celui qui permettra d'avoir des allées en plus grand nombre et des allées mieux traitées.

Pour ce chantier, un mot-clé est essentiel : celui de lien. Par nature, les allées constituent évidemment un lien physique entre deux points. Par-delà ce lien physique, c'est aussi un lien temporel qui s'établit - les routes mémorielles nous renvoient à 14-18, tout comme les routes et les rues bordées d'arbres nous renvoient de manière générale au jardin « à la Française ». Les allées établissent par ailleurs des liens symboliques - entre le théâtre de la guerre et l'espace domestique du souvenir, par exemple, ou entre deux points situés de part et d'autre d'une frontière. En cela, les allées sont parfaites pour porter des valeurs de cohésion et de paix. Le lien symbolique est aussi un lien qui s'incarne - ce sont des liens humains qui se tissent entre les protagonistes allemands et polonais de la plantation transfrontalière réalisée en 2014, ou entre les protagonistes français et australiens du projet d'allée d'honneur à Pozières, dans la Somme. Le lien physique entre deux points est un lien qui se parcourt, que chacun peut parcourir - la faune également. Les liens symboliques et humains s'affranchissent sans problème de la proximité géographique - des ponts se créent entre la France et le Canada, entre le Canada et l'Italie, et font surgir les viali della rimembranza.

« Allées - Horizon 2030 » est donc un horizon avec plus de liens physiques, plus de liens symboliques, plus de liens humains. Il s'agit finalement de poursuivre l'histoire humaine des allées mémorielles ou de s'en inspirer pour trouver des manières différentes et complémentaires de faire union et d'entretenir la paix. Les possibilités sont multiples. On peut imaginer planter des allées de mémoire en y juxtaposant les nationalités, à l'instar des cimetières militaires multi-nationalités; ou bien en mêlant un à un les soldats de plusieurs nationalités, comme à la Chapelle de la paix de Sierck-Perl où les soldats français et allemands apparaissent mêlés dans une même liste alphabétique, ou bien à Notre-Dame de Lorette, où l'Anneau de mémoire mêle 600 000 noms de 40 nationalités. On peut imaginer multiplier la plantation d'allées transfrontalières, à l'instar des parcs transfrontaliers de la paix instaurés dans les années 30, dont les pionniers furent polonais et tchèques (avec le protocole de Cracovie en 1925), ou encore à l'instar des parcs frontaliers costa-ricains dédiés à la paix entre les peuples et entre l'humanité et la planète. On peut imaginer jumeler des allées au niveau mondial, à l'instar du Seattle-Tashkent Peace Park conçu à la fin des années 80 comme un site jumelé à l'échelle mondiale. Réaliser un itinéraire culturel européen sous l'égide du Conseil de l'Europe, voire un itinéraire culturel mondial des allées, constitue une autre manière, plus aboutie encore, peut-être, de faire lien et de faire sens. Il s'agit dans ce cas d'établir un réseau non nécessairement continu, mais comportant des points d'ancrage physiques - des allées bien précises, des lieux qui font sens - et des acteurs engagés ; un réseau faisant unité dans une diversité fondée historiquement et scientifiquement; un réseau invitant à connaître l'autre par le tourisme culturel.

Pour parvenir à cet « Horizon 2030 », deux autres mots-clés sont essentiels : la connaissance et l'animation. En gardant le patrimoine vivant et visible, l'animation est l'antidote de l'érosion de la mémoire, qu'il s'agisse d'une érosion par oubli ou par banalisation. L'animation est donc indispensable, tout comme est indispensable la connaissance. Lorsqu'on perd les savoir-faire en matière de gestion, les arbres et les allées disparaissent. Lorsqu'on ne sait plus où sont les allées, lorsqu'on ne sait plus les identifier comme telles parce qu'il ne reste que quelques arbres, qui sera là pour rappeler leur valeur, empêcher leur disparition, voire les replanter ? De

même, lorsqu'on connaît mal les atouts des allées en général et de chaque allée en particulier, il devient impossible de croiser correctement les impératifs techniques de l'arbre et de la route d'une part, et leur intérêt culturel, leur intérêt pour la biodiversité et leurs aménités d'autre part (leur intérêt historique, leur intérêt environnemental et leur intérêt social), croisement indispensable pour la préservation du patrimoine et imposé à juste titre par l'article L350-3 du Code de l'environnement français par exemple. Enfin et surtout, lorsqu'on oublie de mettre le partage de connaissances au cœur de l'action - partage entre catégories de professionnels - des arbres, de la biodiversité, du paysage, de la route, de l'aménagement, etc. - et entre catégories d'acteurs - société civile, élus et professionnels -, les allées risquent fort de faire les frais de projets de mauvaise qualité ou de conflits et l' « Horizon 2030 » de reculer à mesure que l'on avancera.