



Different contexts need different priorities

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Different contexts

Taking account of the principles of sustainable development therefore involves the early stages of project and a broad approach in which transport is neither dissociated from the regions it passes through, serves and structures, nor the population it affects whether users or residents, nor the public bodies which finance it.

The PIARC TC 2.1 has thus undertaken an analysis of the approaches implemented in a few cases – either policies, programmes or projects – which it considered to be illustrative, relevant or even exemplary in this regard and which could show both what can be achieved and also what can lead to situations of deadlock.

We will present here some of these relevant cases in the field of road infrastructures

The case of the Rhône motorway (A9) in Fingés, in the Valais (Switzerland): 40 years to achieve a consensus – sustainable development as a common language.



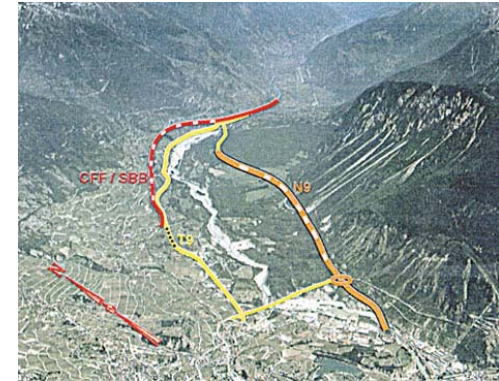
Finges : the context

- The « wild » Rhône, unique natural areas and landscapes
- A motorway project and a transeuropean railway which needs a doubling of its speed and capacity
- But an active area too
- A deep rooted tradition of local democracy
- Active municipalities and clever ecologists

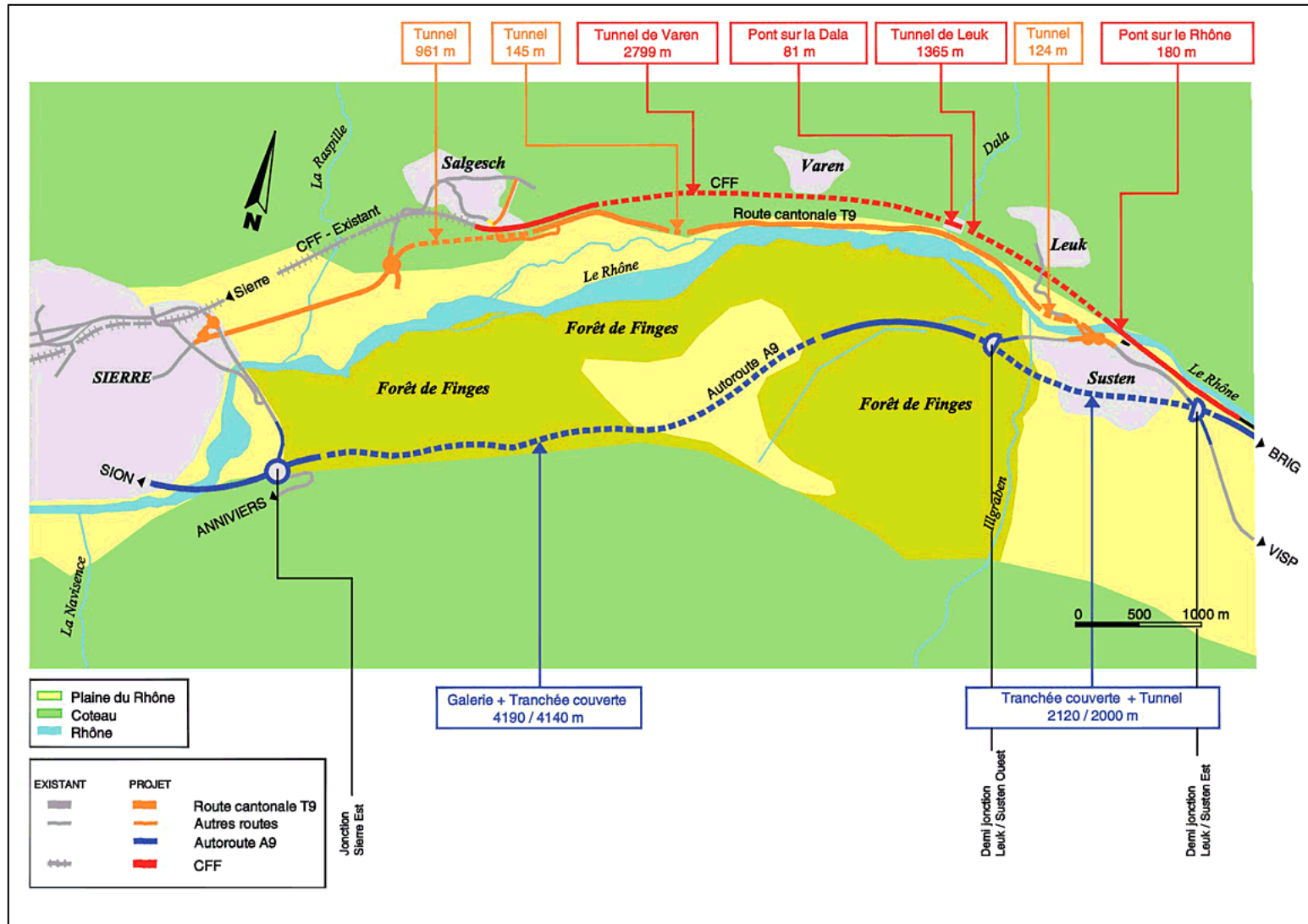


Finges, the story of transport projects

- 1960 : a first project in the bed of the «wild» Rhône. It is rejected.
- 1980 : join the motorway project and the existing road in the same strip, in tunnel underneath the the Finges wood. It is rejected by the population and its representatives.
- end of the eighties : a new project integrates the doubling of the Simplon railway, the transferring of the existing road, covered tunnel for the new motorway. This very expensive project is approved by federal authorities.
- nineties : local opposition leads to reduce the length of the tunnel and to use these funds for large scale compensatory measures aimed at restoring the whole Finges. The resulting 4th project is consensually approved at the end of 1999.



Finges, a consensus about the final project



Finges : the motorway as origin of a sustainable development project of the area

- Doubling **transportation** capacities
- Doubling alluvial sediments **extraction** capacities
- Maintaining **hydro-electric** production levels

Economics

- Improving **safety** against floods
- Doubling **drinkable water** production
- Developing ecological **tourism**
- Improving structures for **leisure**

Social

- Restoring **landscape**
- Improving **ecological value** of the area

Nature

Finges : the motorway as origin of a sustainable development project of the area

- The communes on the site became involved, creating an interregional association for promoting a sustainable development of Finges area and protecting its unique natural qualities.
- A Nature Park covering more than 100 km² and extending beyond the limits of the protected site is going to be created.
- The building of the infrastructures is in progress, the railway is going to be achieved, the motorway should be in operation in 2010.

TO CONCLUDE : Nor the engineer neither the ecologist got the solution. It only showed with the public debate, when all stakeholders and partners succeeded to speak all together. Priority consisted in reconciling local development with preservation of natural resources through a better use of the available transportation funds

Public involvement based road planning process in Japan. The Kaga Route (Road N°8) example



Background of Route n°8 widening project in Kaga

- A road widening project in an urban and suburban area
- A conflict between an administration working alone on the project and local retailers leads to suspend the project. A public involvement process allows to get out of the dead end.
- The project consists in the widening to 2x2 lanes on 6,4 km of an existing road close to Kaga city exit; it was first launched in 1987. After a conflict with the roadside retailers who opposed to install median strip, the project had to be suspended for more than 10 years.
- In 1999 was growing an urgent need to improve road network and urban development of Kaga City, with the growth of the town and increase of traffic and local activities. The project is thus launched again, but with the awareness of the necessity of a strong involvement of the citizens.



The Route n° 8 in Kaga : the Public Involvement Process

- On the national level, a Public Involvement Process Guideline has been meanwhile developed and published
- It is focused on environmental, traffic, urban development, social concerns, and economics.
- It is aimed to involve very clearly roadside residents and roadside retailers through four organizations in the design, study and comparison of alternative solutions, and includes these residents and retailers in the General Meeting which has the power to take the final decision.

The Route n° 8 in Kaga : the Public Involvement Process

Three steps :

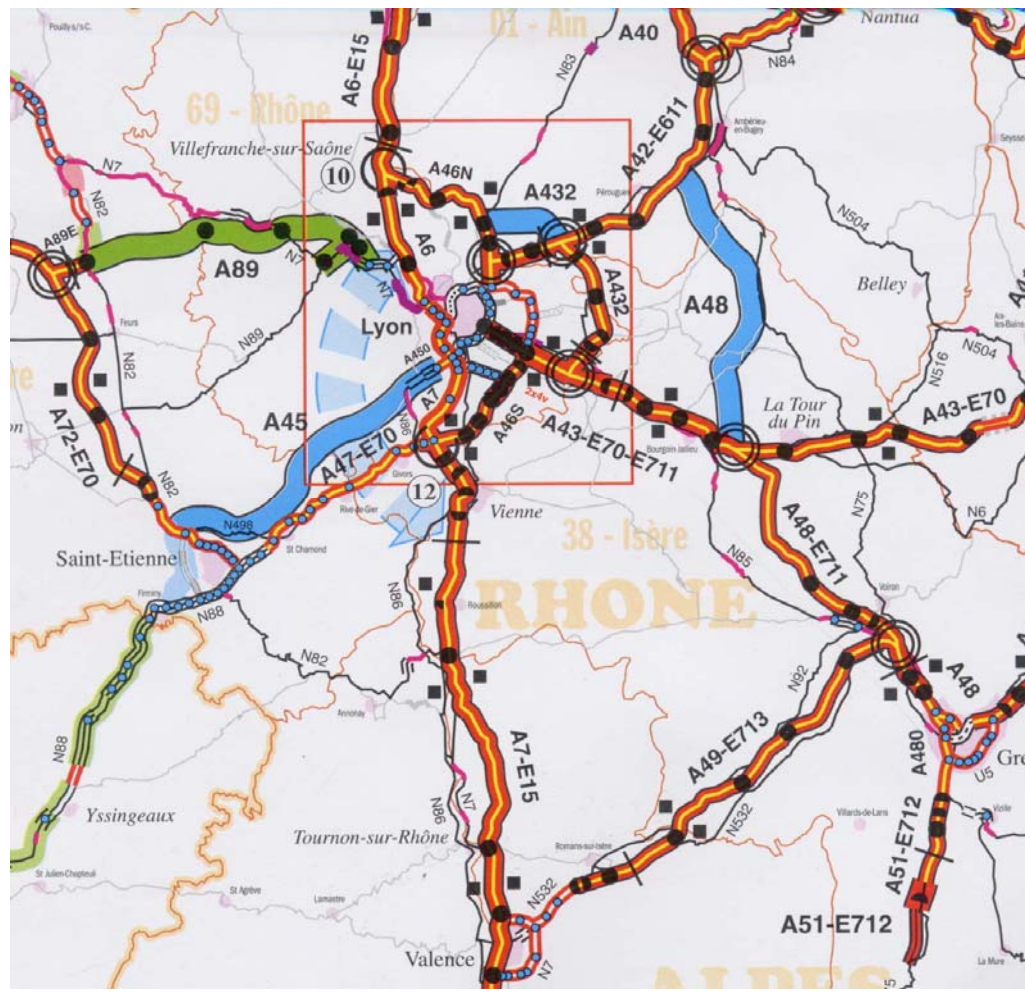
- forming common perception
- examining preliminary rough plans
- consensus-building

TO CONCLUDE : In the case of the Road n°8 (Kaga route), the entire process took 2 years and 8 months. 5 alternative routes were finally examined, and 2 of them proposed for a final choice; a consensus has been found and the chosen alternative has been inscribed in the city plan.

A confidential relationship has been built between residents and administration.

Priority has been to restore this social consensus for the common sake.

Jointly conducted and shared diagnosis of the region as a basis for the design of a motorway project in France: the A45 motorway (Lyon – Saint-Etienne)



A 45 motorway (Lyon – Saint-Etienne): a context, an aim

The context : A motorway project at the step of preliminary surveys, located in a complex region with very important socio-économique stakes (urban, industrial, activity areas, transport infrastructures, etc)

An aim : build a shared diagnosis.

The aim, before considering the selection of a route corridor, was to conduct a joint diagnosis of the areas concerned

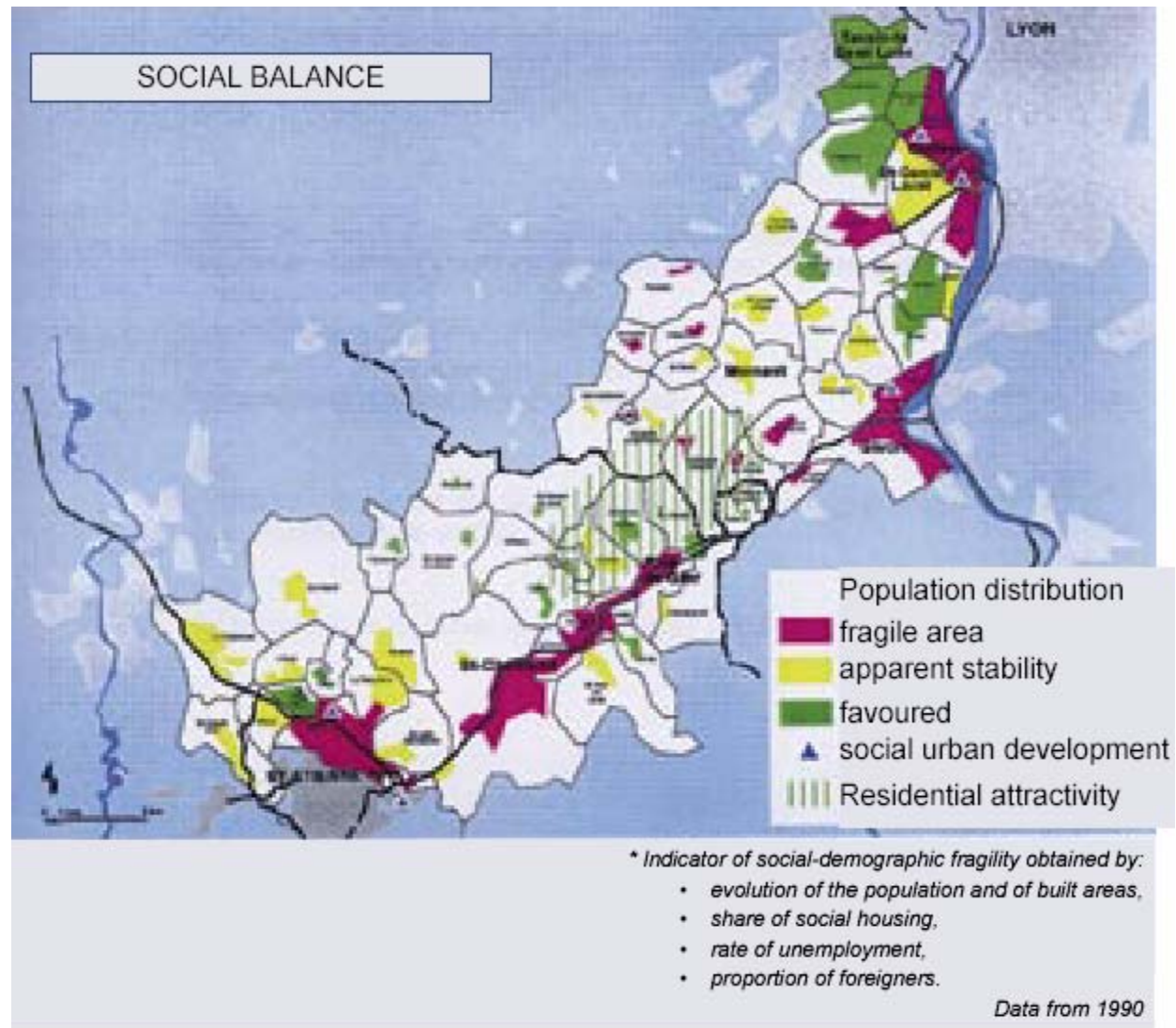
- Which identified and anticipated the economic, social, urban and spatial transformations the region would undergo as a result of the future motorway
- while identifying the development possibilities for this region which are supported by the various political and economic players.



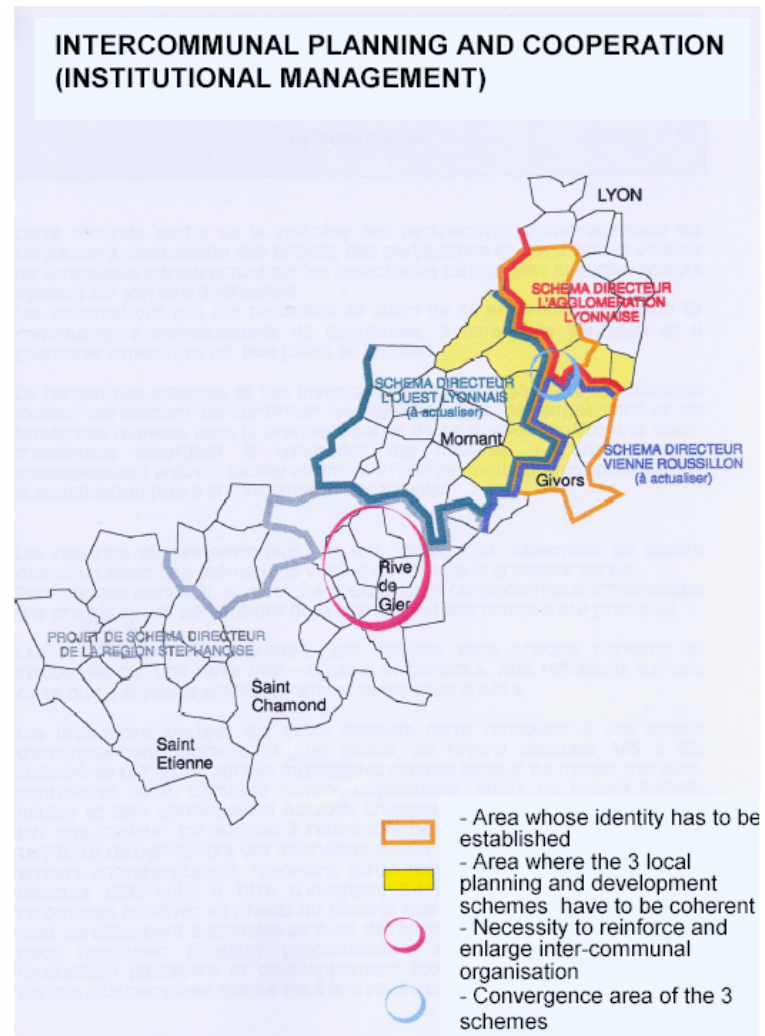
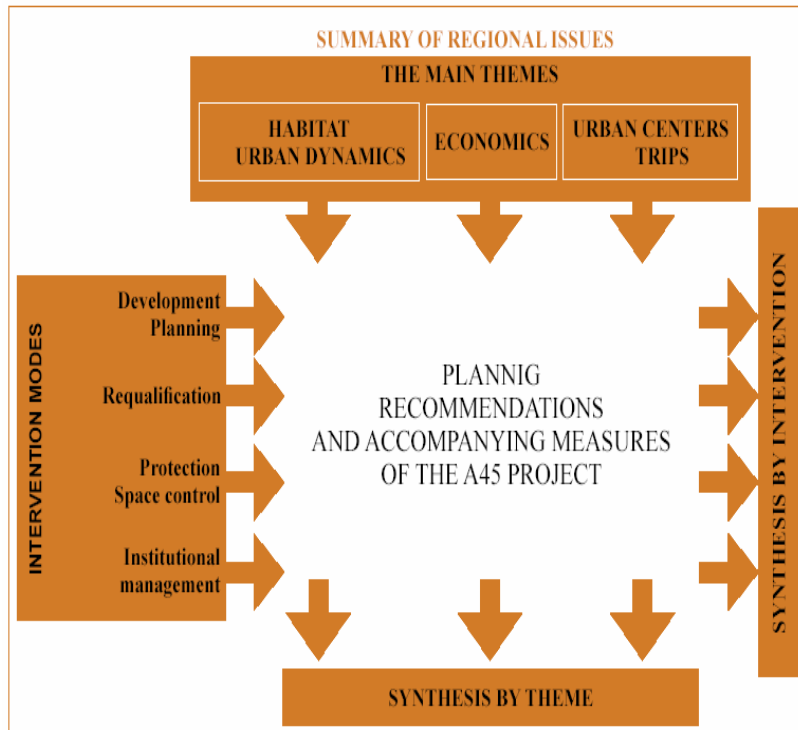
A 45 motorway (Lyon – Saint-Etienne) : a process involving all partners

- An analysis concerning regional issues
- A summary and recommendations concerning regional issues and possible planning measures
- Interviews with numerous actors in the region to discover the expectations and projects of local actors

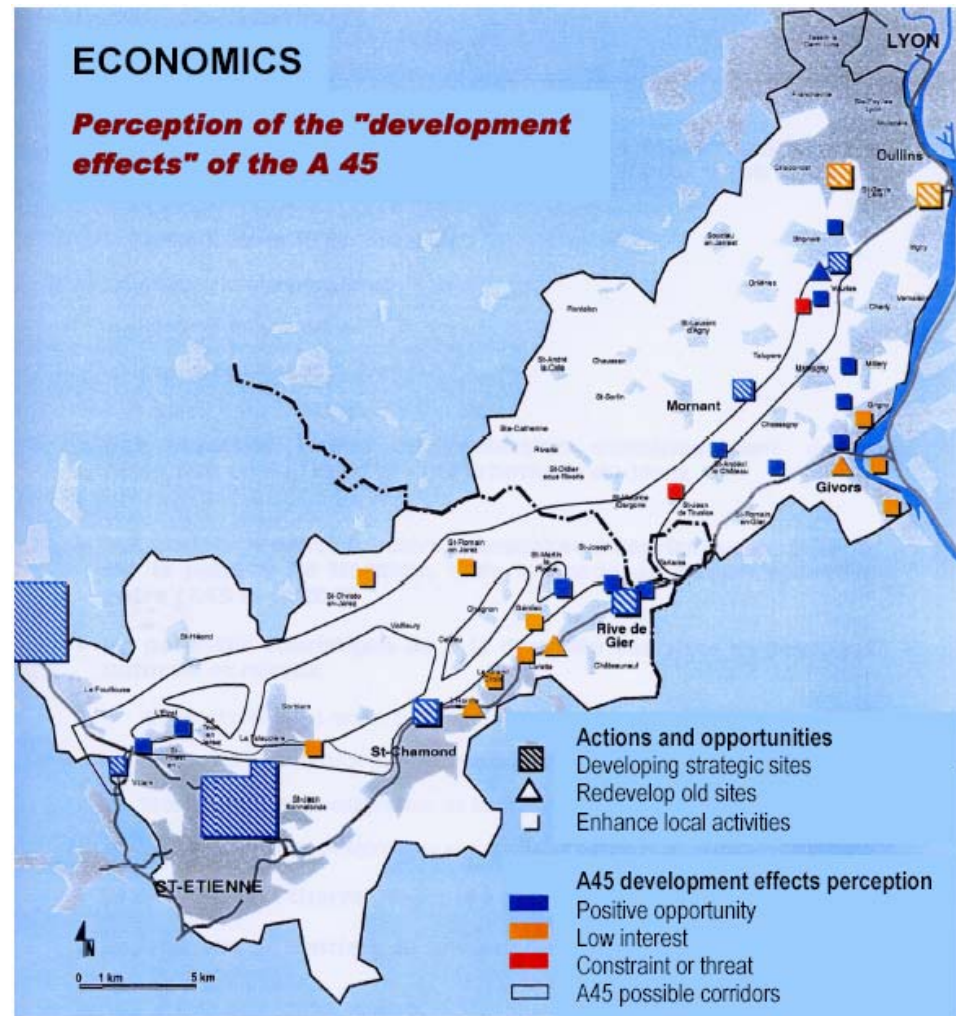
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A 45 motorway (Lyon – Saint-Etienne) : a process involving all partners



A 45 motorway (Lyon – Saint-Etienne) : a successful process for regional issues

TO CONCLUDE : this joint diagnosis and the shared summary view of the region and its dynamics which it provided served as the basis for the major preliminary decisions taken in the context of a consensus approach, in particular the choice of a route corridor, (>1 km) (decided in early 1999) within which the alternative routes developed during basic design were examined (approval given in 2006).

Beyond this, this diagnosis is intended to remain a reference document for any planning projects, whether proposed by central government or local authorities, with a view to specifying the accompanying measures for the future motorway.

To ensure through such a guarantee of coherence the harmonious development of this region with heavy socioeconomic stakes was here a main priority

An example of the social appropriation of road rehabilitation : the case of the five islands in the Cape Verde Archipelago





Road rehabilitation in the Cape Verde Archipelago : the context and the project

- The 1st October 1997 Act represents a Sustainable Development Act for the Republic of Cape Verde. It is concerned with the need for appropriate management of the environment and its components, the need to create conditions which are favourable to the health and well-being of individuals, the socioeconomic and cultural development of communities, and the conservation of natural resources.
- The ongoing road rehabilitation project has not only been implemented in accordance with the spirit of the 1997 Act but has also benefited from aid from international financiers and been the subject of strong social appropriation on the part of the population in each of the five islands involved.

Road rehabilitation in the Cape Verde Archipelago : a project which fits local development needs

- Good taking account of environmental issues, of the specific features of island life, of lifestyles and habits of the population, of social impacts, of impacts of the roads on economic activities (mostly agriculture, trade and fishing).
- No public consultation took place but, with the active support of the international financiers, the entire process was conducted in close collaboration with the population, who naturally were very much involved, and who appropriated the projects, even volunteering as players, for example offering to take responsibility for part of routine road maintenance.

TO CONCLUDE : Priority was to create a plain tool for local development (agriculture, fishing, trade) suited to lifestyles and appropriated by population



To conclude : Different contexts need different priorities, but ...

Different contexts obviously need different priorities... yet, some insistent issues also appear through the collection of interesting examples realised by TC 2.1 :

- The aims of sustainability can only be achieved through a set of compromises allowing the three fields, environment, economics and social, to find a way for integration and this is the essential function of the governance.
- Public involvement, or at least the involvement of all of its representatives, appears as the key of social acceptance of the project. It has to start as early as possible.
- A process based on the priority given to one main objective (economics or environment for example) makes inevitable conflicts to arise and usually leads to stop or to suspend the project



And for further information...

Thanks for your attention !

And for further information, please consult the report
**« How to apply the concepts of sustainable
development to transport ? »**

On the PIARC website

<http://publications.piarc.org/fr/rapports-techniques/>