



## Forms of city of flows, When the immobile competes the mobile

The purpose of the paper is to explore the paradigm of the city of flows (Castells, 1996). Through the case of aerial mobility, it will show how the infrastructure has embodied a strained relationship between the city and the mobility.

The megastructure of Orly Sud Terminal and the airside terraces, France, circa 1963. Source Photothèque Aéroports de Paris



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Emergence of automobile and airplane at the turn of last century, provoked a large movement of fascination. Exhibitions, races, meetings: their presentation to the city was choreographed through spectacular events, exhilarating the fluidity. Viewed as a material artefact, infrastructure appeared at a moment when transportation was *institutionalized*. Their design attempts to pursue the utopian values endorsed by these promising mobilities. Conceived as a landscape and a territorial project, the parkway embodied a pastoral vision of the urban planning. As transportation developed, as metropolitan pride emerged, the infrastructural topic took other challenges; airports and highways became new tools for the affirmation of the large cities upon the global scene. They became one of the favoured theatres for the urban modernity. Conceived as a gateway, a frontier, a monument, sometimes a city within a city, the edification of airports was in the same time erasing the presence of the vehicle itself. However, the raise of key issues challenging sustainability, such as pollution or mass transport, now makes the ideal of mobility less attractive. As infrastructures endure more and more obsolescence, as vehicles become more and more static, either pieces of museums, or victims of congestion, as issues of locality spouse the quest for a smart mobility, the fragile balance between immobile and mobile may enter a new step.



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