

**EXAMEN PROFESSIONNEL POUR LE RECRUTEMENT DANS LE CORPS DES INGENIEURS DES
SCIENCES GEOGRAPHIQUES ET DU NUMERIQUE DE L'INSTITUT NATIONAL DE L'INFORMATION
GEOGRAPHIQUE ET FORESTIERE**

SESSION 2024

✕-✕-✕-✕

**EPREUVE DE COMPOSITION FRANCAISE
SUR UN SUJET D'ORDRE GENERAL**

DUREE : 3 HEURES

AUCUN DOCUMENT N'EST AUTORISE

- Employer exclusivement de l'ENCRE NOIRE
- Sur la bande d'anonymat détachable de chacun des feuillets : inscrivez votre nom, prénom et signature, ainsi que la date de l'épreuve et le concours
- Ne mettre aucune marque de reconnaissance sur la copie, en dehors de la bande d'anonymat
- Numéroté les feuillets

Lors d'une interview sur France culture, en décembre 2022, Lucie Castets, co-porte-parole du collectif *Nos Services Publics*, explique : « On a dévalorisé pendant longtemps le service public, on l'a présenté sous l'angle du coût. On a arrêté de le voir comme un service qui servait à l'intérêt général ». Elle ajoute qu'« on ne peut pas traiter le service public comme on traite une entreprise ».

Dans quelle mesure cette analyse vous semble-t-elle recevable ? Vous répondrez à cette question dans un développement organisé et illustré d'exemples précis.

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SESSION 2024

⌘-⌘-⌘-⌘

**EPREUVE DE LANGUE
VERSION D'ANGLAIS**

DUREE : 1H30

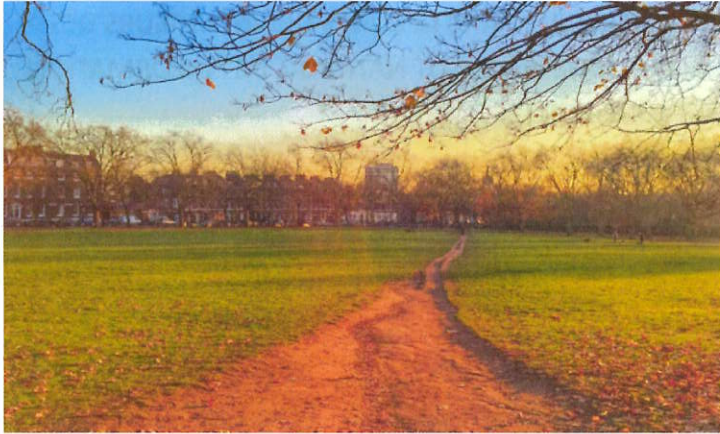
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- Numéroté les feuillets

CONSIGNE :

Traduire le texte, titre inclus

Desire paths: the illicit trails that defy the urban planners



When cities lack the paths pedestrians need, people vote with their feet

We've all been there. You want a short cut – to the bus stop, office or corner shop – but there's no designated path. Others before you have already flattened the grass, or cut a line through a hedge. Why not, you think.

So goes the logic of “desire paths” – described by Robert Macfarlane as “paths & tracks made over time by the wishes & feet of walkers, especially those paths that run contrary to design or planning”; he calls them “free-will ways”. [...] They can form anywhere from apparently forgotten corners of cities to the grounds of national governments; [...] some are so well established that they are visible on Google Maps.

[...] Architect and urban planner Riccardo Marini has spent decades working with the Danish urban planner Jan Gehl, famous for putting people and the way they interact with a space at the core of his work. Desire paths are about “listening to a place” – and listen Marini does: he has even drawn up bubblegum and cigarette butt maps of Regent Street in London to help inform where to place benches.

There is historical precedent, too. According to some urban planning experts, Broadway was New York City's earliest desire line, following as it does the Native American-made Wickquasgeck Path, which is thought to have been the shortest route between pre-colonial settlements in Manhattan that avoided swamps and hills. Broadway is the only remaining one path, according to Marini, that “wasn't wiped out by the European grid being overlaid on it”.

[...] For Andrew Furman, a professor in interior design and architecture in Toronto who has spent years looking at desire lines, they tell us something about “the endless human desire to have choice. The importance of not having someone prescribe your path”. In a heavily constructed city, there are “rules as to how public and public-private spaces are used”, he says. Desire paths are about “not following the script” – he calls it a “resistance”. “An individual can really write their own story. It's something really powerful if you do have that agency to move.”

The Guardian, 5 October 2018