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   b. Statistics
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   b. Users commission
   c. Flags parking area
5. AOB
Building 42

Inauguration on 11 February 2011.
Mobility and Transport

I. REGULAR SHUTTLES

a. Persons transported since February 2010
b. Groups transported in 2010

<table>
<thead>
<tr>
<th>Circuits 1 and 2</th>
<th>Airport</th>
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</thead>
<tbody>
<tr>
<td>36’326</td>
<td>15’114</td>
</tr>
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</table>

c. Extension of the schedule for the Airport

**Number of groups (Visits and VIP) transported in 2010**

<p>| | |</p>
<table>
<thead>
<tr>
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<th></th>
</tr>
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<tbody>
<tr>
<td></td>
<td>1’525</td>
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**CURRENT TIMETABLE**

<table>
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<th>Circuit 4</th>
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<th>Diff.</th>
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<tbody>
<tr>
<td>8h00</td>
<td>7h48</td>
<td>12'</td>
</tr>
<tr>
<td></td>
<td>8h17</td>
<td>17'</td>
</tr>
<tr>
<td>9h00</td>
<td>8h47</td>
<td>13'</td>
</tr>
<tr>
<td></td>
<td>9h17</td>
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<td>11h17</td>
<td>7'</td>
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<tr>
<td>12h10</td>
<td>12h17</td>
<td>7'</td>
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<tr>
<td>13h00</td>
<td>13h16</td>
<td>16'</td>
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<tr>
<td>14h00</td>
<td>14h17</td>
<td>17'</td>
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<tr>
<td>15h00</td>
<td>15h15</td>
<td>15'</td>
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<td>16h46</td>
<td>24'</td>
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<td></td>
<td>17h17</td>
<td>7'</td>
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<td>18h00</td>
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<td>11'</td>
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<tr>
<td></td>
<td>18h20</td>
<td>20'</td>
</tr>
<tr>
<td>19h00</td>
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<th>Diff.</th>
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<tr>
<td>8h30</td>
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<td>14'</td>
</tr>
<tr>
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<td>18'</td>
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<td>9h45</td>
<td>15'</td>
</tr>
<tr>
<td>10h40</td>
<td>10h44</td>
<td>4'</td>
</tr>
<tr>
<td>11h40</td>
<td>11h44</td>
<td>4'</td>
</tr>
<tr>
<td>12h40</td>
<td>12h44</td>
<td>4'</td>
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<td>15h44</td>
<td>14'</td>
</tr>
<tr>
<td>16h40</td>
<td>16h45</td>
<td>5'</td>
</tr>
<tr>
<td>17h40</td>
<td>17h13</td>
<td>27'</td>
</tr>
<tr>
<td></td>
<td>17h43</td>
<td>3'</td>
</tr>
<tr>
<td>18h30</td>
<td>18h15</td>
<td>15'</td>
</tr>
<tr>
<td></td>
<td>18h45</td>
<td>15'</td>
</tr>
<tr>
<td>19h30</td>
<td>19h14</td>
<td>16'</td>
</tr>
<tr>
<td></td>
<td>19h44</td>
<td>14'</td>
</tr>
</tbody>
</table>

**PROPOSAL (to better adapt to Y line)**

<table>
<thead>
<tr>
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<th>Ligne Y</th>
<th>Diff.</th>
</tr>
</thead>
<tbody>
<tr>
<td>08h00</td>
<td>07h48</td>
<td>12'</td>
</tr>
<tr>
<td></td>
<td>08h17</td>
<td>17'</td>
</tr>
<tr>
<td>08h55</td>
<td>08h47</td>
<td>8'</td>
</tr>
<tr>
<td></td>
<td>09h17</td>
<td>22' / 28'</td>
</tr>
<tr>
<td>09h45</td>
<td>10h19</td>
<td>34' / 36'</td>
</tr>
<tr>
<td>10h55</td>
<td>11h17</td>
<td>22' / 28'</td>
</tr>
<tr>
<td>11h45</td>
<td>12h17</td>
<td>32' / 28'</td>
</tr>
<tr>
<td>12h45</td>
<td>13h16</td>
<td>31' / 29'</td>
</tr>
<tr>
<td>13h45</td>
<td>14h17</td>
<td>32' / 28'</td>
</tr>
<tr>
<td>14h45</td>
<td>15h15</td>
<td>30' / 40'</td>
</tr>
<tr>
<td>15h55</td>
<td>16h12</td>
<td>17'</td>
</tr>
<tr>
<td>16h30</td>
<td>16h15</td>
<td>15'</td>
</tr>
<tr>
<td></td>
<td>16h45</td>
<td>15'</td>
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<tr>
<td>17h30</td>
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<tr>
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<td>19h14</td>
<td>16'</td>
</tr>
<tr>
<td></td>
<td>19h44</td>
<td>14'</td>
</tr>
</tbody>
</table>
II. TRAM arrival

a. Various mobility schemes proposed and submitted for prior approval of the TOP Management such as:

- From building 33, additional services of the shuttle (during peak hours or all day) to cover the sites of Meyrin and Preverssin - every 15 minutes;
- Installation of car sharing and bicycle stations in the Flags parking area;
- Creation of a specific shuttle to transport people to and from locations of fixed and regular meetings (Departments are being consulted on this matter);
- Collect people in the communes of the Pays de Gex.
Mobility and Transport

b. TPG News

Bus 56 will end the 2\textsuperscript{nd} of May 2011 replaced by the TRAM number L18 - Every 10 minutes from 5:00 to 00:00
III. Development of visitors transportation + VIP visits

Possible new transport scheme - two buses provided by CERN* (grey) plus the buses provided by visitors (green, and of possible different sizes) go on four different routes, in the morning and afternoon.

* For the time being, one bus 28 places + one driver provided by CERN
IV. Optimization of CERN car fleet

a. Delivery of 100 bi-fuel engined vehicles (natural gas);
b. CERN Car-Sharing: launch in June 2011 - 30 vehicles for a start;

Geneva Motor Show
March 2011
Mobility Study in collaboration with Athens Universities

**Vision**

- Acceptable level of mobility to all members of the community, ensuring community coherence and improved working/living standards as well as overall well-being;
- Improve passenger travel safety by reducing transport-related accidents, injuries, and fatalities;
- Equity in mobility and accessibility to all;
- Public transport should become the preferred mode;
- Improving environmental conditions on the campus.

**Transport Policy**

- Mobility Improvement
- Improvement of Physical Environment
- Support Trip Security and Safety

**Possible strategic measures**

a. Optimize usage of current fleet;
b. Optimize parking usage;
c. Optimize the shuttle bus service frequency, where appropriate, in order to increase level-of-service;
d. Provide traffic information;
e. Use of hybrid/electric vehicles, where appropriate, in order to limit emissions and improve the environmental conditions.
Mobility Study in collaboration with Athens Universities

Data Collection and Modeling Methodology

The methodology is composed of seven (7) steps:
- **Step 1**: Questionnaire Design
- **Step 2**: Pilot Survey
- **Step 3**: Analysis of Pilot Survey Results and Preliminary Model Estimations
- **Step 4**: Questionnaire Refinement
- **Step 5**: Full Data Collection
- **Step 6**: Descriptive Data Analysis and Model Estimations
- **Step 7**: Matching of Findings with Strategic Measures proposed

Pilot Survey (cont.)

- The pilot surveys were conducted in July 2010
- A total of 104 participants responded the personal interviews
- Each questionnaire required around 20 min to be completed
- Pilot sample characteristics:
  - 43% are Students (Post-doc, PhD etc.), 26% Staff members,
    17% Summer students and Researchers, 6% Professors and
    Lecturers, and 5% other
  - 53% lives in France, 36% in Switzerland, 11% in CERN hostels
  - Average travel time between home and work: 22 minutes;
  - Average distance between home and work: 9km
- Review the preliminary results with caution:
  - sample not representative of the overall population
  - time period summer → impact transport modes used

Community Requirements

- Make CERN "greener":
  - replace current fleet with hybrid/electric vehicles;
  - better management of car fleet;
  - carpool/car sharing system.
- Shuttle bus service:
  - increase frequency;
  - shuttle bus service to Prevesin;
  - availability of shuttle buses at CERN’s entrance;
  - timetables and routes.
- Bicycles:
  - available for collection/return at several points;
  - electric bicycles;
  - bicycle path/track.
- Parking:
  - long-term parking facilities;
  - better management of available parking spaces.
- Signing
  - improve signing at the entrance and major intersections

CERN wide questionnaire to be launched in the next future ...
B. 38

Reopening of the renovated rooms on 20th March

1. Centralization of fire detectors (January 2011);
2. Reopening of the renovated kitchen (15 March 2011);
3. Formulate and implement a safety plan for the whole building (In progress);
4. Replacement of the wall to wall carpeting in the corridors and the lounges;
5. Creation of 2 additional hotel rooms (ex-lounges);
6. Intervention on air extraction units;
7. All taps will be changed;
8. Replacement of old furniture in the rooms:
   - All the rooms: office chairs, bedside lamps, telephones
   - 3rd, 4th and 5th floors: bedding.

B. 39

1. Change of all taps in the bathrooms;
2. Replacement of the wall to wall carpeting in the corridors and the lounges;
3. Renovation of the rooms: replacement of old furniture (chairs, bedding, office lamps, telephone);
4. Creation of additional hotel rooms (ex-lounges);

B. 41

Installation of solar panels (End 2011)
CERN Hotel - occupancy rates (excluding St Genis Foyer)

CERN Hotel - occupancy rates 2009 and 2010 (5 days)
CERN Hotel - occupancy rates
(excluding St Genis Foyer)

CERN Hotel - Occupancy rate (7 days) 2009 and 2010

**2008 annual occupancy rate:** 72.5%
(source: Betisoft)

**2009 annual occupancy rate:** 73.5%
(source: Fidelio as from July 2009)

**2010 annual occupancy rate:** 76%
(source: Fidelio)
# CERN Hotel - Refusals

## CERN Hotel 2010/2011

<table>
<thead>
<tr>
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<th>Cancellations</th>
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<td>424</td>
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<td>31</td>
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<td>4</td>
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<td>866 (Vulcan)</td>
<td>144</td>
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<td>Feb 2011</td>
<td>15</td>
<td>497</td>
<td>99</td>
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*Functionality inserted in Fidelio since January*
CERN Hotel – on going improvements

**Web-booking enhancements**

1. All the rooms can be booked (up to six months)/modified/cancelled via WWW booking [done];
2. Proposal for new dates in case no availability for requested and type of room requested [done];
3. Accounting of refusal: inserted in Fidelio for more accurate statistics [done];
4. Long Term waiting list [April/May 2011];

**Other enhancements**

1. On-going collaboration with the “Foyer de Saint-Genis”
2. Discussions with Secretariats to use fall-out shelters in Meyrin
3. Proposal to add a laundry service for CERN hotel residents

**On-going deals with external hotels**
CERN Hotel - some figures

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<td>3253</td>
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</table>
Why a CERN Master Plan?

**Context**
- Aging infrastructure
- More and more users;
- More and more visitors ...
- More and more space issues;

1. The future of CERN depends on the implementation of its Masterplan
   - Enabling a vision of the future;
   - Ensuring its development based on a structured action plan.

2. This Master Plan is not only a need but also a request from the local authorities and will ease the granting of construction permits.

3. It is an opportunity to have a close partnership with local authorities and to show that CERN, (major local actor), is integrated in the local and economic infrastructure and open to suggestions.
A campus open on the world
4. COMMISSION/ le masterplan: une structure établie et un contenu à définir

**DIAGNOSTIC**

- **Constat URBANISME**
- **Constat MOBILITÉ**
- **Constat PAYSAGE**
- **Constat ENVIRONNEMENT**

**STRATÉGIE** concept directeur d’aménagement

- **Objectifs URBANISME**
- **Objectifs MOBILITÉ**
- **Objectifs PAYSAGE**
- **Objectifs ENVIRONNEMENT**

**Cartes thématiques**

- **Urbanisme**
- **Mobilité**
- **Paysage**
- **Environnement**

**Cartes de synthèse**

**stratégie d’aménagement**

- **Mesures URBANISME**
- **Mesures MOBILITÉ**
- **Mesures PAYSAGE**
- **Mesures ENVIRONNEMENT**

**Cartes et schémas - signature CERN**

**Cartes et schémas - espaces non bâtis**

**Cartes et schémas - espaces bâtis**

**Perspectives 3D**
- Route de Meyrin
- Côte de vert
- Secteur administratif

**GEA, Transitec, BE Landscape**

3 février 2011 44
4. COMMISSION

EQUIPE CERN

COORDINATION MISE EN ŒUVRE SUIVI

ORGANE DE GESTION

COMMUNICATION

INTERNE

COMMISSION ENVIRONNEMENT

COMMISSION ENERGIE

COMMISSION USAGERS

COMMISSION PATRIMOINE IMMOBILIER

EXTERNE

GROUPE EXPERTS
- aménagement du territoire
- mobilité
- paysage

PARTENAIRES INSTITUTIONNELS

CONFEDERATION ETAT FRANÇAIS

CANTON DE GENEVE TPG

REGION RHÔNE-ALPES CCPG CC Ain

COMMUNES DE MEYRIN, DE PREVESSIN-MOËNS, DE SAINT GENIS-POUILLY
1. CONCOURS ROUTE DE MEYRIN - CERN : conclusions

Concours 2011 | Avant projet 2012 | Projet 2013

Travaux de réalisation architecturale 2014 / 2015

Un périmètre de réflexion et un périmètre de concours visant, d'une part la concrétisation rapide d'un projet d'aménagement majeur, d'autre part son intégration harmonieuse dans l'espace-route de Meyrin:

La 1ère concrétisation du Masterplan

CERN constraints to be listed
Flags parking area development

Think about how to organise the area until the results of the “Concours d’architecture” and ...

Because:
The safety aspects;
the TRAM arrival;
the increase of visitors...

Next meeting agenda:
Parking places management...
Flags parking area development

More than 5000 Willow branches – Between 6 and 8 meters high – Wooden crates like those used for vegetables ...
Flags parking area

To be ready end of April ... 2011.
Many thanks for your attention

Q&A and Discussion