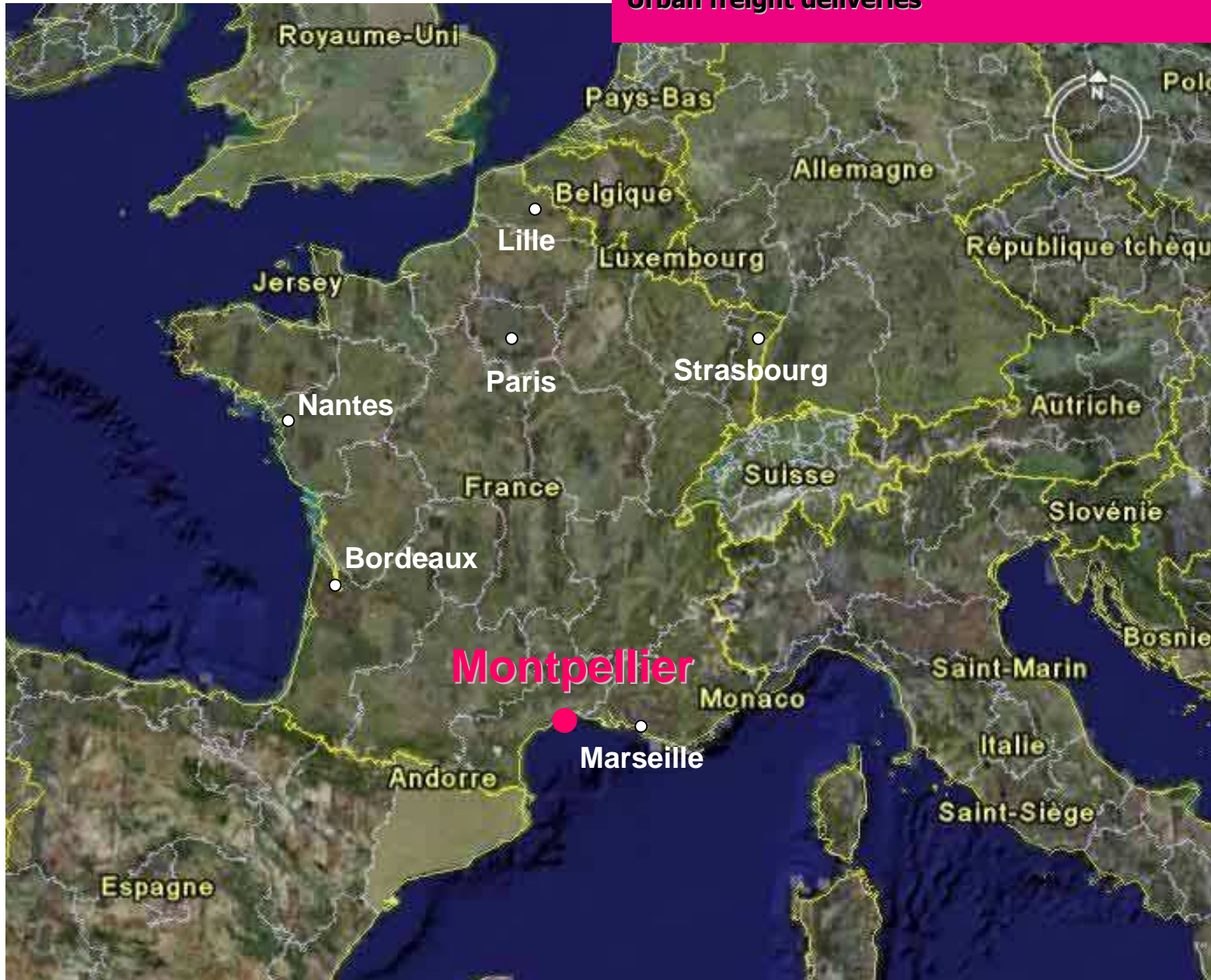


Urban deliveries in the city centre of Montpellier

Urban freight deliveries



14th march 2008



Montpellier in figures

- ❑ At the 1999 census, the population of the city was 225,500 (7th French city)
- ❑ At the 2005 census, the population of the city was 248,000
- ❑ Metropolitan area: 488,000 in 2005 (15th French biggest one)
- ❑ Population is growing quickly (from 1.2% to 1.5% per year) and nearly 3,000 new homes are built per year
- ❑ Population is young (42% of the population is between 20 and 39 years old) and many students live in Montpellier (more than 35% of the population)
- ❑ Service industry is highly represented (Montpellier is a regional capitale) dominated by medical research

The area : the city centre of Montpellier (L'Ecusson)

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Pedestrian area (60ha
and 24 km of
pedestrian streets)

- 12,000 inhabitants,
- Around 1,000 stores,
- 26,000 movements / week generated by 6,600 companies (=18,000 people),
- 2/3 of unloading and 1/3 of loading, 60 % on own account and 40 % on hire and reward,
- 55 % of movements are made with vehicles of less than 3.5 tonnes

Urban freight deliveries



14th March 2008

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Montpellier *mille et une vies*

Vincent Meyer

Objectives for the City of Montpellier

- Allowing the use of vehicles in the city-centre while local general policies aim to restrict the use of cars
- Maintaining businesses in a symbolic and touristic area
- Reducing nuisances due to traffic in order to improve passers'-by and local residents' quality of life.

Background

- **Study (2003)**: an analysis of the local context has been made and recommendations were proposed
- **Pedestrianisation in 2004** : 60 ha, 24 km of pedestrianised streets, around 1,000 stores
- **New local restrictions in 2006**: loading and unloading authorised slots are extended for electric vehicles

Ad hoc working group to identify keys for consultation

Amongst stakeholders involved in this working group:

- City of Montpellier and the 'Communauté d'Agglomération' (metropolitan area)
- Chamber of Commerce
- Freight transporter association (FNTR)
- Transport company executives
- Retailers
- ADEME (French Environment Agency)

The City of Montpellier used pragmatism and modesty to work on urban freight issues and showed a interest in organising trials and a stability in the rules adopted.



Current status

- ❑ In addition to Chronopost and La Poste, 3 other businesses have electric vehicles
- ❑ 2 car parks are equipped with refill batteries
- ❑ More 'slots' to load and unlaod are authorised when electric vehicles are used
- ❑ Reduction of congestion due to the vehicle size and their small numbers
- ❑ A promising market: new businesses are going to be set up.



Key barriers

- The electric vehicle size: some difficulties were met with retractable bullards and a just a few volume of goods can be transported
- Goupil is working in a monopolistic context in Montpellier
- Profitability of electric vehicles?
- Autonomy of the electric vehicles : they expect hybrid vehicles
- 'Hubs' and storage
- Volumes of goods transported are still small today



In the future

- **Assessing** the changes since the 2006 new access restrictions
- **Encouraging** the use of clean vehicles in *l'Ecusson* area thanks to a consultation process; taking into account the financial, organisational and urban aspects of the different stakeholders.
- Developing a voluntarist initiative which will need to be coherent with the future Urban Mobility Plan (PDU) recommandations, on a sustainable development basis.

Risks to avoid

- ❑ This system can become an expansive and non-adapted.
- ❑ Increasing the number of delivery vehicles all day long if electric vehicles are generalised
- ❑ Due to the 'advantages' offered by electric vehicles, deliver staff might operate all along the day instead of during the dedicated slots.

Recurring barriers with

- ❑ Big parcels
- ❑ Fresh products
- ❑ Pharmacies



9 ways to follow / explore

1. Financial help from the city for businesses who settle their store close to the city-centre,
2. Dedicated loading bays around *l'Écusson*,

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3. Dedicated Urban Distribution Centre(s) around *l'Écusson* (locked and safe places),
4. Airlocker facilities all around the city-centre,
5. Increasing the number of locations where electric batteries can be filled,



6. Hours to load and unload: strongest restrictions for thermic vehicles, adapted rules according the type of vehicles... but preserving *l'Écusson* far from congestion,

- Increasing the types of vehicles allowed to load and unload out of time to deliver (GNV, hybrids...),



- Using trams,



9. Using the rail freight station as an opportunity to create a local/regional freight hub or a a freight consolidation centre.

