

Restructuring spaces in dense urban areas for logistics activities: identification of best practices

Master's dissertation by Aliénor Vézinet-Delcour, September 2023, under the supervision of Matthieu Schorung (Logistics City Chair) and Matthieu Gimat (Université Paris Cité)

Research topic

Urban logistics is the subject of a recent but growing interest on the part of national authorities, local authorities and developers in France. Spatially embodied by warehouses and goods flows, logistics activities play an essential role in the supply and economic life of cities, and have become a vital link in the global supply chain, especially in the context of the ecological transition. Urban logistics is important for regional development, particularly in cities. However, in the face of urban pressure and environmental issues, **intermediate logistics** (warehouses, often in the first suburban ring of large cities, that date back from the 1990s and older), the focus of our study, is struggling to maintain its place in cities. Warehousing demand is evolving in response to changing consumption patterns and the rise of e-commerce. This evolution is reflected in the growing interest of public policies and the introduction of tools to help urban logistics planning, to make it compatible with the challenges facing cities, including the shortage of space in dense urban areas. **Tactical and transitory urban planning** presents opportunities as well as challenges for the integration of logistics in cities.

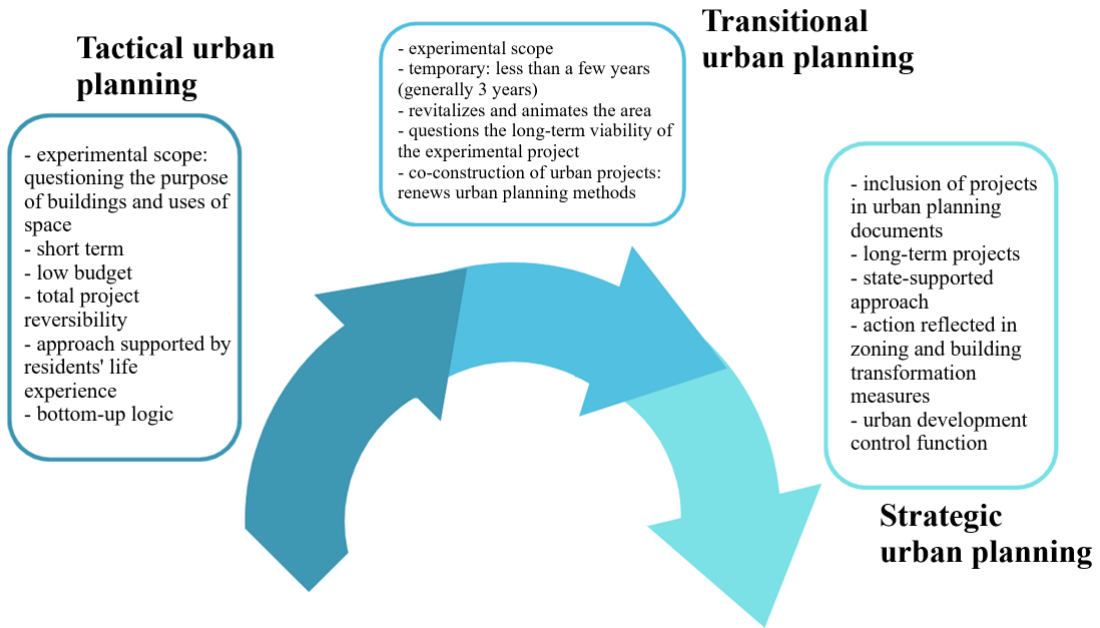
Objective and method

The aim of this dissertation is to analyze the requalification of spaces in dense urban areas for urban logistics activities, more specifically in the intermediate logistics and last-mile (or even last-meter) segments, using tactical urban planning. Conducted as part of an exploratory survey, this research aims to **establish a panorama of best practices**. Organized around a qualitative methodology, this dissertation includes the identification of a **typology of intermediate logistics spaces in France**; an **analysis grid that classifies the success factors** of certain sites according to different criteria; the identification of **tactical and transitory urbanism**. We identify the emergence of new types of urban logistics spaces and developments, with a view to better integrating urban logistics into dense spaces.

Results

The typology we have developed presents innovative projects set in the urban fabric of dense areas. These projects are part of a **new, more inclusive urbanism** that respects environmental issues. Using existing facilities as a starting point is a major challenge for urban logistics, and different types of space can be used at different scales: from last-mile delivery to distribution on a supra-communal scale. These projects are managed by tactical, experimental and flexible urban planning. However, it also tends to be transitory, as logistics aspires to become a player at the interface between the needs of the population and the appropriation of logistics activity by local authorities. While tactical urbanism offers flexibility and a phase of experimentation that calls into question the legitimacy of projects serving local residents, transitional urbanism enables to rethink these models over the long term.

Different urban planning practices and the changing face of urban development



Analytical grid of the logistical potential of buildings

type of property
building function
type of building
project duration

site criteria	project size	change of use (zoning)	project criteria
	intervention requirements	monofunctional or multifunctional	
	scale of transformation	environmental dimension	
	scale of work-related costs	social interface role	
	project stakeholders	urban and landscape integration	
	project initiative	network integration	
	transformation of urban planning rules (zoning, etc.)	type of financing	
	land tools	profitability	