



Freight mobility and urban forms

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Many studies account for logistics as a vital component of firms' strategies and a key aspect of businesses' deployment in a globalized economy, thus framing the issue of freight flows as one related mainly to economics and supply-chain management. However, the recent literature has contributed to the development of the more systemic approach of freight mobility. This conceptual framework leads us to consider the interactions between generators (firms and residents), their location, their (as well as carriers') logistics organizations and practices, and the resulting freight flows and movements.

The recent focus on the location of warehouses and platforms in urban areas has spurred a renewed interest in the geography of freight (Hesse, 2004; Dablanc & Adriankaja, 2011; Heitz, 2017). Many studies have underlined the spatial dynamics linked to a dual movement of logistics activities' concentration in the largest urban areas (Guerrero, Proulhac, 2016) associated with logistics sprawl to the periphery of cities (Heitz & Dablanc, 2015). These studies usually deal with urban forms at a macro-scale and focus on the location of logistics activities in the context of an urban 'system'. However, urban forms also relate to socioeconomic land use patterns as much as to the physical layout of cities (streets, land plots, buildings).

The aim of this special session is to bridge the subject of freight mobility and the analysis of urban forms, taking into account one or both dimensions of the concept.

Topics	Socioeconomic land use patterns	Physical urban layout
Spatial analysis of logistics facilities	Logistics sprawl, logistics distension	Urban logistics and architecture, insertion of buildings in the urban fabric
Urban freight transport, freight flows	Freight transport demand patterns, Freight flows at the regional level, carriers' logistics constraints	Delivery-drivers' parking behaviors, carriers' and shippers' logistics constraints
Urban planning and governance	Freight strategic planning, city-wide traffic regulations	Freight and curbside planning, vehicles' size limitations
Freight transport externalities	Freight traffic related to carbon and pollutant emissions, regional traffic congestion	Street-level conflicts due to parking road occupancy, localized pollutant and noise impacts

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