Namur-Hippodrome District

OCPM

2020-01-23

Jalon mtl

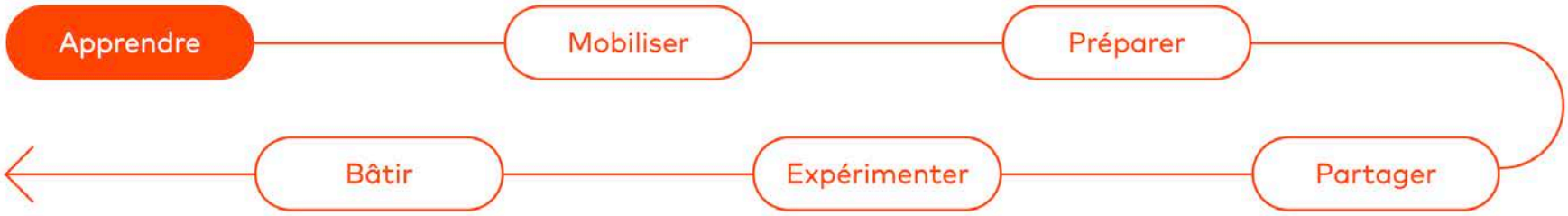
Institut
des transports
intelligents

Who are we?

Innovation for the urban mobility of tomorrow

Jalon is a non-profit organization founded in 2017 by the Ville de Montréal.

Our mission is to expedite the emergence of solutions and innovations by rallying ecosystem partners to shape the urban mobility of tomorrow.



Agenda

1. Urban mobility components

2. Issues related to the delivery of goods in urban environments

3. Solution pathways

4. Colibri project

5. Next steps and planning

1. Urban mobility components

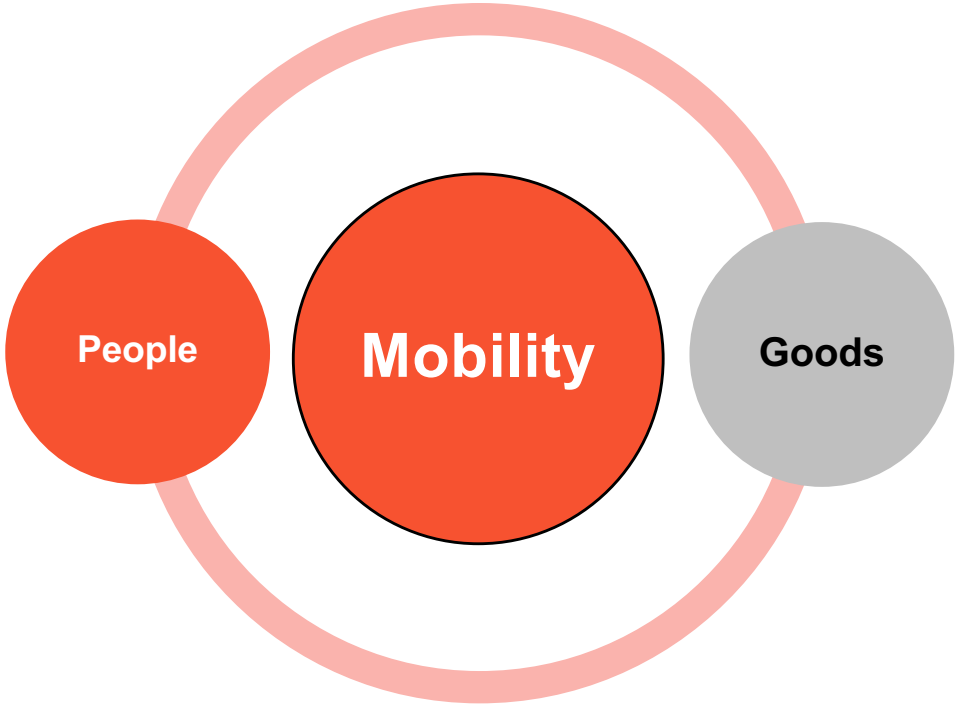
Why is it important to us?

The importance of planning by integrating all mobility components

The mobility of goods to be considered…

In the context of urban development sensitive to environmental and climate issues...

- Structuring, systemic and radical changes will have to be made to goods delivery practices.
- Urgency of planning, designating and adapting by-laws to stop the impact of goods delivery in urban environments.
- Reducing the number of trucks needing to come into the city



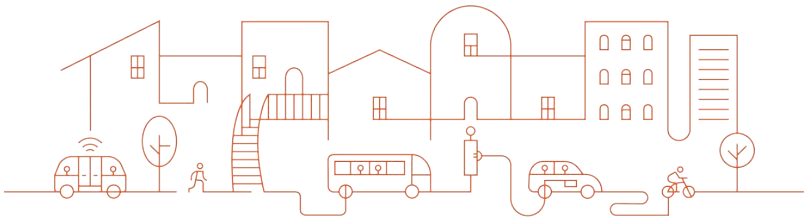
A reflection already well under way

Report of the Namur-De La Savane work group

“Decisions involving mobility must be based on an overall vision for a complete living environment connected to the heart of the metropolis,…”

“The main concern of the recommendations is to improve the situation of the district in terms of mobility and accessibility in order to consolidate current activities and establish the conditions required to facilitate real estate projects within it.”

However, it is important that those objectives also take into account the dimension (of goods) in urban mobility.



2. Issues related to goods delivery

Habits that are very costly for us – Visible impact of goods delivery in the city

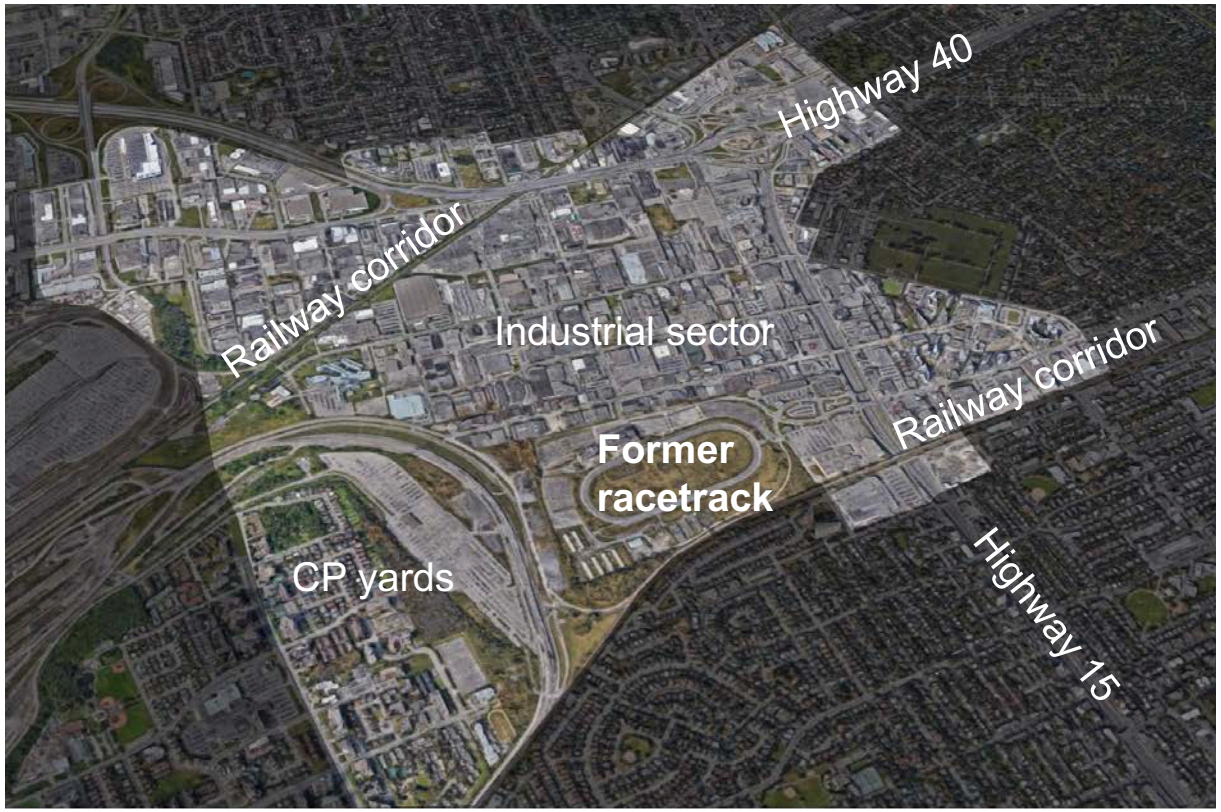
Road congestion, illegal parking (multiple nuisances in the district)

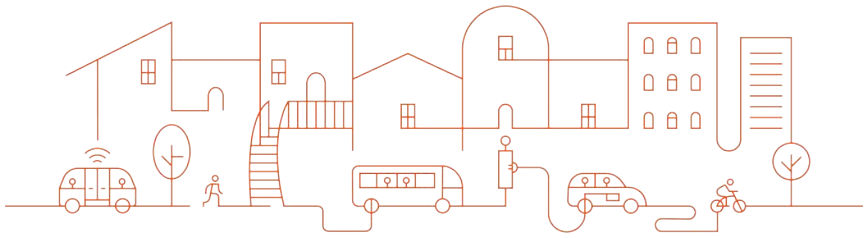
Increase in CO_2 emissions, atmospheric pollution and accidents

Delivery failures and consumption habits

Working conditions of delivery people

Geographical context emphasizing the issues





District context

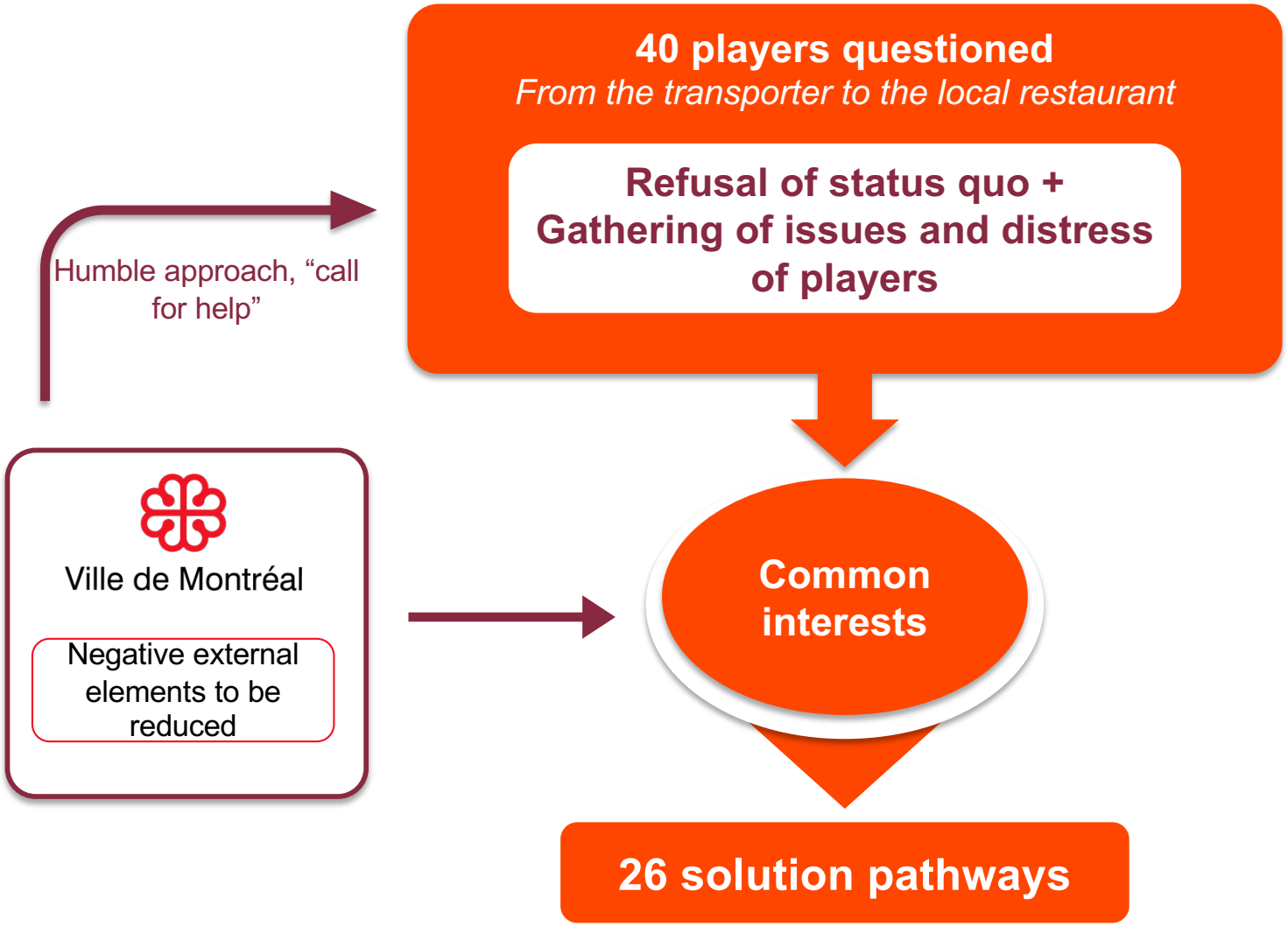
- The district is located at the crossroads of Highways 15 and 40
- It is traversed by two railway corridors
- It is served by two metro stations, which are not very accessible
- It borders on a section of the Canadien Pacifique (CP) yards

Potential issues

- Difficult to access for people and goods
- Need for better connectivity
- Need for independence and self-sufficiency

3. Solution pathways

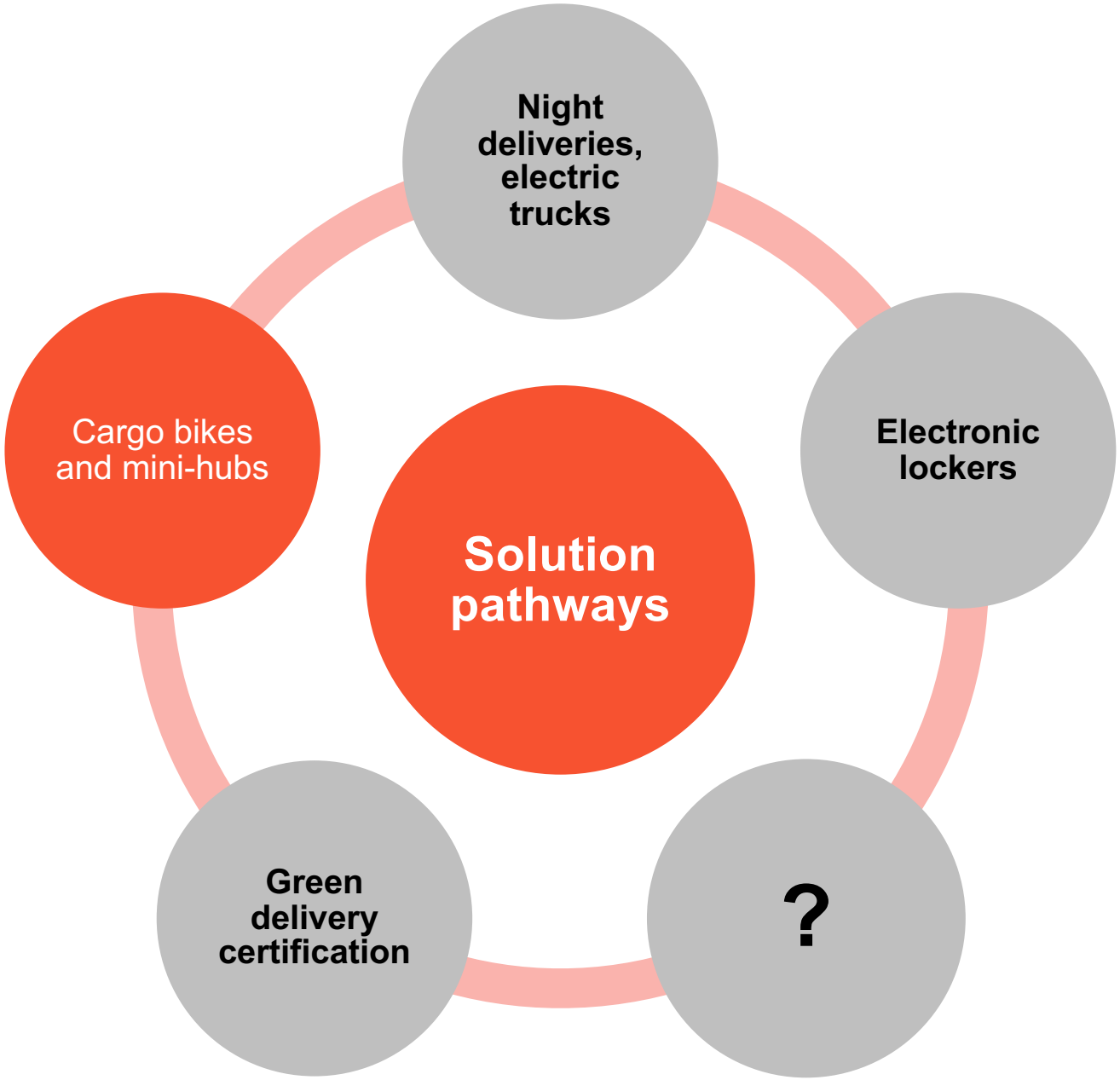
2018: Solution pathways to urban delivery problems



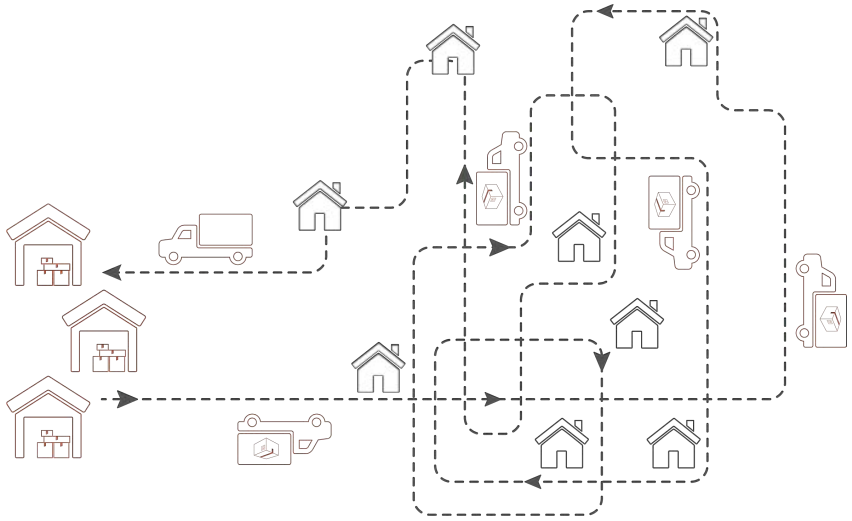
Co-created and evaluated based on:

- **Anticipated efficiency**
- **Speed of implementation**
- **Desirability**

Proposed solution pathways



Current delivery model



Current urban delivery model

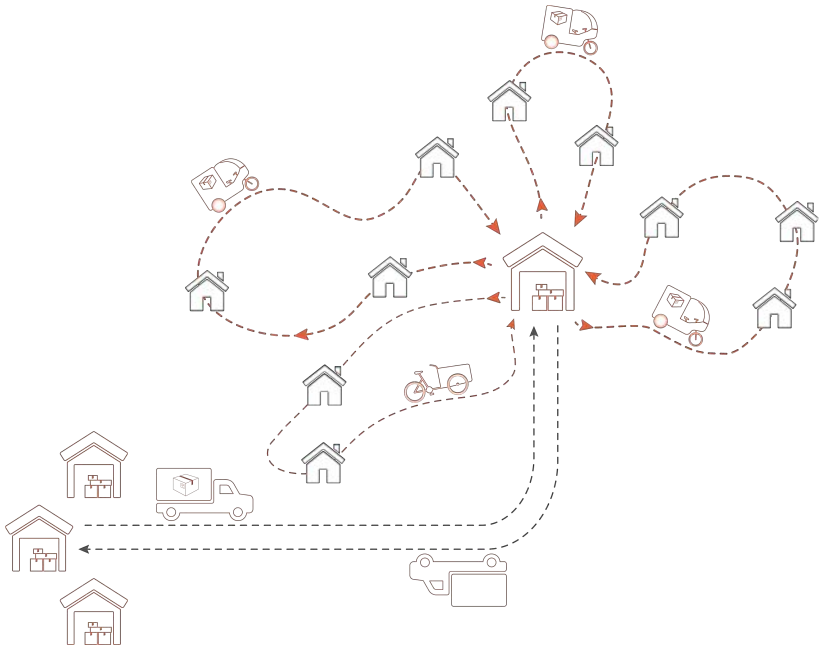
Goods to be delivered are transported from warehouses located outside of dense urban areas.

The same trucks leaving from the warehouses also drive around the neighbourhoods.

This approach collides with the density of the area, generates too many nuisances and is not optimized.

+ Congestion
+ GHG emissions
+ Noise
+ Costs (tickets and gas)
- Fast

Mini-Hub solution



Mini-Hub approach

Goods to be delivered in an urban area are taken to a Mini-Hub. The deliveries are then transported by cargo-bikes, which are easier to manoeuvre, quicker and without emissions.

This will lead to a reduction in truck routes in the city.

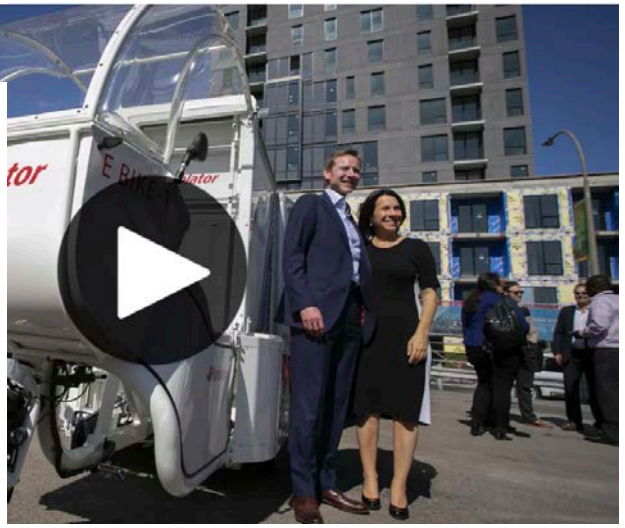
- Congestion
- Truck routes (unnecessary)
- GHG emissions
- Noise
+ Speed
+ Logistical and financial efficiency

4. Colibri project

Colibri project – Ville-Marie borough

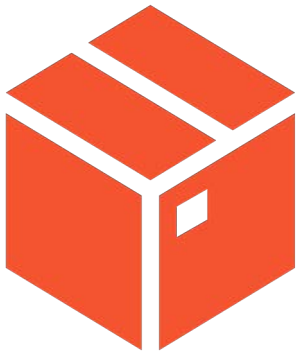
Colibri

Projet de livraison urbaine écologique



Colibri project – Measured performances

+ 7500



Carbon-free deliveries over the last kilometre

- 45% CO_2

(based on one stop = 1 package) for a route

- 15 trucks downtown

On a weekly basis

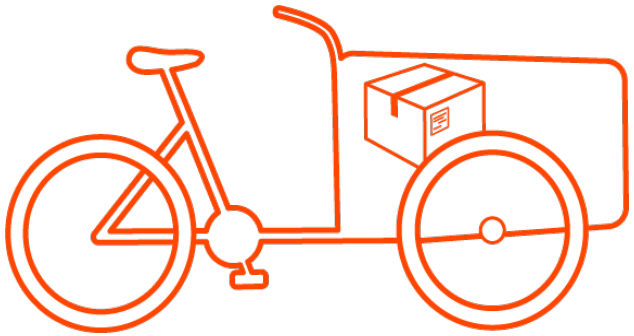
Potential of the initiative

Positive points:

- High efficiency during traffic hours
- Manoeuvrability and speed in parking
- Fewer GHG emissions throughout the logistical chain

Obstacles to full potential:

- Lack of space on bicycle paths
- Overall condition of Montréal roads
- Sharing public space with cars and trucks



Opportunity for Namur-Hippodrome:

- Urban design planned for cargo-bike deliveries
- By-laws adapted to facilitate *carbon-free* deliveries
- Willingness of local citizens, employers and shop owners to participate in the various initiatives

5. Next steps and planning

A favourable setting for the implementation of new solutions

Review – Urban logistics

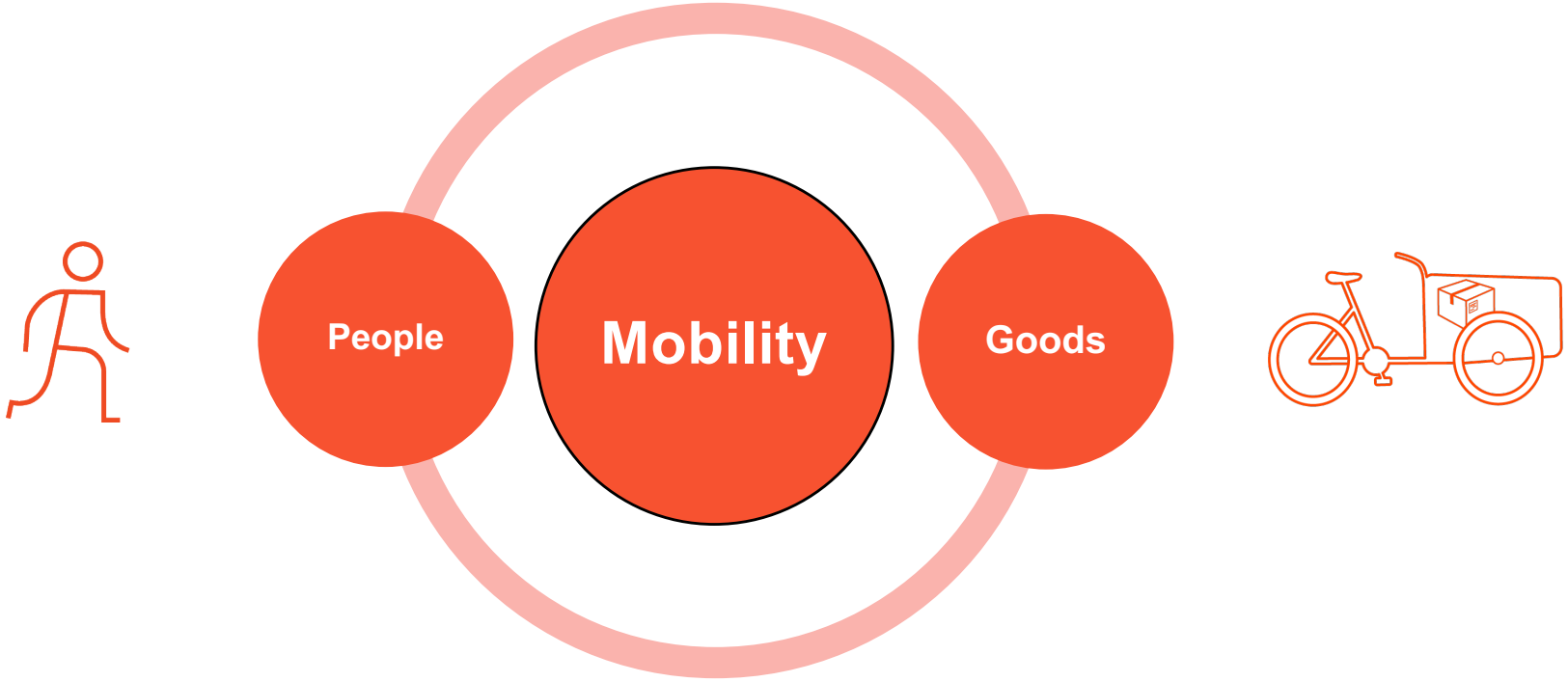
- Demand on the rise
- Urban space increasingly constrained
- The limits for negative effects have been reached

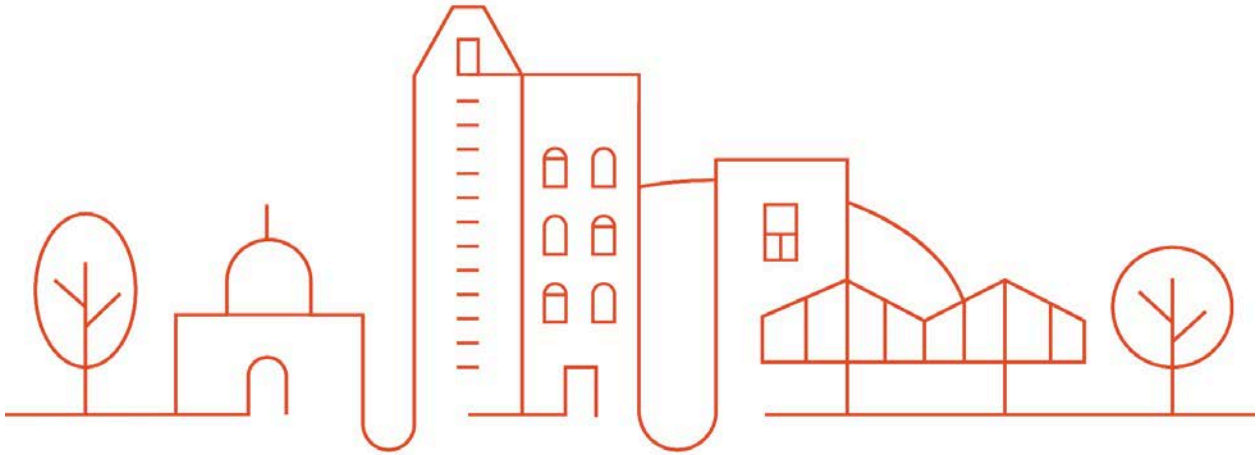
Namur-De la Savane area

- Citizens are at the heart of the approach
- District is in the planning phase
- Willingness of the Ville de Montréal and the borough to innovate in terms of urban planning
- Momentum to be utilized for the future of sustainable mobility
- Hemmed-in district requiring far-sighted and enlightened mobility planning
- Opportunity to recognize false obstacles (winter and efficiency of bicycles) and address the real ones (adapted urban planning and by-laws)
- Potential to standardize a number of initiatives

Conclusion

There is an urgent need for reflection on global design, on elements that contribute to enjoyable living environments, and on the mobility of people and goods.





Thank you